

INTIMATIONS

S. MOUTRIE & Co.,

LIMITED,

SOLE AGENTS

for the famous

WEBER & ALLISON

PIANOS

BRITISH-MADE THROUGHOUT.

NEW MODELS

JUST RECEIVED.

INSPECTION INVITED.



HOUSES TO LET

TO LET—FURNISHED.
May to August.

"MODREENAGH EAST" 41, PEAK.
Garden, 5 minutes from Tram.
Rent \$100.00 inclusive.
Apply to—

Linstead & Davis. 621

TO LET

FURNISHED HOUSE, Seven Living
Rooms, etc., with Garden.
Apply—
CHURCH MISSIONARY SOCIETY,
90, Bonham Road. [607]

TO LET

A HOUSE in Observatory Villas with
Tennis Court.
Apply to—
ARRATON V. APCAR & Co.,
14, Des Vaux Road. [619]

TO LET

CRAIGMONT EAST, 180, PEAK. FIVE
ROOMS, newly renovated. Furnished
\$115 per month. Unfurnished \$100 per month.
T. K. DEALY,
100, Peak. [616]

TO LET—FURNISHED.

LA HACIENDA WEST, 73, THE PEAK,
for 5 or 6 months, from Middle May.
Apply—
W. MURRAY SCOTT. [606]

TO LET

OFFICES in Second Floor, QUEEN'S
BUILDINGS. Reasonable rent.
Apply to—
THE UNION TRADING CO.,
5, Queen's Buildings. [674]

TO LET

OFFICES in Princes' Building.
Apply to—
SHEWAN, TOMES & Co.,
Liquidators,
REUTER, BRUCHMANN & Co. [672]

TO LET

GODOWN, No. 6, Duddell Street.
Apply—
A. B. AVASIA,
Care of E. PABANTY,
No. 1, Duddell Street. [623]

TO LET

NO. 5, MOUNTAIN VIEW, PEAK.
"MODREENAGH EAST" 41, PEAK.
Furnished. May to August, 5 minutes from
Tram.
4-BEDROOMED FLAT to let at the PEAK.
KELLY CREST, 55, PEAK.
No. 141, WANCHAI ROAD, Large and
Spacious Godown.
"SHORN CLIFFE" Garden Road, to let
Furnished, 6 Rooms.
"WOODBURY" No. 4, Hankow Road,
Kowloon, from 1st May, 1916.
"GLENSHIEL" No. 141, Plantation Road,
Peak, from 1st November, 1915.
"HABING" South Road, Kowloon.
No. 6, BELLILIOS TERRACE,
No. 25, BELLILIOS TERRACE, with
entrance on Conduit Road.
ONE GODOWN, No. 3 Burrows Street,
Wanchai.
TWO GODOWNS, 3 Duddell Street.
No. 2, DES VEAUX VILLAS, 51, PEAK.
(Unfurnished).
No. 65, THE PEAK (CAMERON VILLAS).
Apply to— Linstead & Davis,
2nd Floor, Alexandra Buildings. [53]

TO LET

FURNISHED, a FOUR-BEDROOMED
HOUSE, on Mount Parish, Wanchai,
for six months. Electric Light and Telephone
installed.
Apply—
D. V. STEVENSON,
Care of DEACON, LOOKER, DEACON & HARSTON. [492]

TO LET

OFFICES, 2nd Floor, St. George's Build-
ings.
Apply to—
SHEWAN, TOMES & Co. [618]

TO LET

NO. 120, THE PEAK, FULLY
FURNISHED FOUR ROOMS.
Electric Light, Hot and Cold Water laid on.
For particulars apply to—
No. 12,
Care of "Daily Press" Office. [560]

TO LET

OFFICES, 5, Duddell Street. [1]
Apply—
THE HONGKONG LAND INVEST-
MENT & AGENCY Co., Ltd. [395]

TO LET

RAVENSHILL EAST, Peak Road,
containing 6 Rooms, 3 Bath Rooms,
Servants' Quarters, &c. Vacant 1st November.
Apply—
DEACON, LOOKER, DEACON & HARSTON. [80]

TO LET

NO. 4, DES VEAUX ROAD CENTRAL,
First Floor. "FAIRVIEW" No. 1, Robinson Road.
Comprising 9 ROOMS, Ample Servants'
Quarters, and Gardens.
Apply to—
DAVID SASSOON & Co., Ltd. [418]

TO LET

A HOUSE in Kowloon
Apply—
THE HONGKONG LAND INVEST-
MENT & AGENCY Co., Ltd. [37]

TO LET

TWO ROOMED FLATS in Nathan Road,
Kowloon.
THREE-BEDROOMED FLATS in Humphrey's
Buildings, Kowloon.
FOUR-BEDROOMED FLATS in May Road
with every modern convenience, including
English Baths and Kitchen Ranges, Hot
Water and Water Carriage System. A few
Flats specially designed to accommodate three
bedrooms at reasonable rentals. Immediate
possession.
FOUR-BEDROOMED HOUSES in Gordon
Terrace and Salisbury Avenue, Kowloon.
Apply to—
HUMPHREYS ESTATE & FINANCE
Co., Ltd.
Alexandra Buildings. [277]

TO LET

OFFICES at 2, Connaught Road.
Apply—
THE HONGKONG LAND INVEST-
MENT & AGENCY Co., Ltd. [32]

TO LET

OFFICES in King's Buildings.
HOUSE in CLIFTON GARDENS,
Conduit Road.
No. 1, HILLSIDE, THE PEAK.
GODOWN, 45 Wanchai.
Nos. 1, 2 and 3, WEST END TERRACE,
CANTON.
Apply—
THE HONGKONG LAND INVEST-
MENT & AGENCY Co., Ltd. [32]

TO LET

FOR SALE
RICHMOND HOUSE, No. 145, Barker
Road.
"DUNOTTAR" No. 31, Aberdeen Road.
HASTINGS & HASTINGS,
Solicitors. [371]

COMPANY MEETINGS.

THE CHINA FIRE INSURANCE
CO., LTD.

The 47th ordinary meeting of share-
holders in the above was held at the Com-
pany's Office, 3, Queen's Road Central,
yesterday. The Hon. Mr. P. H. Holyoak
(Chairman) presided, and those also pre-
sent were:—Messrs. J. W. C. Bonnar,
J. A. Plummer, and S. H. DeJwell (directors),
and Messrs. M. Ede, S. W. Bacon,
H. I. Jones, F. H. Farne, Chan A. Pat,
G. S. Archbutt, and C. H. P. Hay, with
Mr. C. Pemberton (secretary).

The Secretary read the notice convening
the meeting, after which

The CHAIRMAN said:—Gentlemen, the
directors' report and statement of accounts
having been in your hands for some days,
I will, subject to your approval, adopt the
usual course and take them as read.

Losses were light compared with previous
years, and the year 1914 ran off with a
profit of \$102,179.11, which must be con-
sidered satisfactory in view of the unusual-
ly small amount carried forward. Out of
this it is proposed to pay a dividend of
\$7 and a bonus of \$2 per share, absorbing
\$180,000, and to add the balance of
\$12,179.11 to reinsurance fund. Working
account, 1915, shows a balance of
\$494,688.02, which is the second largest
carry forward in the Company's history.

About the middle of the year your directors
were approached by the Union Insurance
Society of Canton, Ltd., with a view to the
amalgamation of the two Companies on a
basis of an exchange of shares. Your direc-
tors, after giving the matter due considera-
tion, were of the opinion that the proposal
was one favourable to our share-
holders, and strongly recommended their
acceptance of the offer, with the effect
that the scheme came into operation, and
the "Union" now holds considerably over
three-fourths of our shares. That the
directors' recommendation was a wise one
is shown by the fact that, while before, the
inception of the scheme our shares stood at
\$130 only, to-day they are quoted at \$168,
and shareholders who exchanged are receiv-
ing at the rate of \$1 more per share by
way of dividend than they had remained
shareholders in this Company. The excel-
lent report issued by the "Union" augurs
well for the future. I may mention that
the "Union" are still open to consider the
exchange of further shares. In view of the
amalgamation we, during the latter half of
the year, obtained from the "Union" a
small marine account, but it has not been
running long enough to prophesy as to
results. As the carry forward was so satis-
factory it was decided to vote the staff a
bonus of 15 per cent, on their salaries, to
be placed to their credit in their staff pro-
vident fund. As this is a provision for the
future I trust some will meet with your
approval. The Company's surveyors have
reported on our advances under mortgage,
and I am happy to assure you that the same
are quite satisfactory. I will now move
that the directors' report and state-
ment of accounts for the year 1915,
as presented, be adopted. After this has
been seconded, I shall be pleased to answer
any questions that may be put relating to
the business before the meeting.

Mr. PLUMMER seconded, and there being
no questions the resolution was unanimou-
sly carried.

Mr. EDE proposed, and Mr. BACON
seconded, the confirmation of the appoint-
ment of the Hon. Mr. P. H. Holyoak and
Mr. S. H. DeJwell as directors.

On the proposition of Mr. EDE seconded
by Mr. BACON, Messrs. W. L. Patenden
and J. A. Plummer were re-elected
directors.

Messrs. A. R. Lowe and C. Bernard
Brown were re-appointed auditors to the
Company at a remuneration of \$500 each,
on the proposition of Mr. BONNAR, seconded
by Mr. DOWELL.

The CHAIRMAN—That is all the business,
gentlemen. Dividend warrants will be
ready to-morrow.

EXTRAORDINARY MEETING.

An extraordinary meeting of the Com-
pany followed for the purpose of passing
various resolutions.

The Secretary read the notice convening
the meeting, after which

The CHAIRMAN said:—The Union In-
surance Society of Canton, Ltd., having ac-
quired the majority of our shares, it is
desirable that the articles of association of
the two Companies should be approximately
the same, and the resolutions before you
embody such alterations as your directors
deem necessary to this end, the principal
of which is the creation of the post of

"General Manager. Opportunity has also
been taken to make a few minor alterations
as advised by our lawyers. I now beg to
propose, as an extraordinary resolution,
That the articles of association of the
Company be altered in manner following:—

(1)—That the words "The Secretary"
at the head of Articles 106 to 108
(inclusive) of the Company's
Articles of Association be altered so
as to read "The General Manager"
and that in those Articles (Nos. 106
to 108 inclusive) and the marginal
notes thereto wherever the word
"Secretary" appears such word be
eliminated and that in lieu thereof
the words "General Manager" be
inserted.

(2)—That in the following Articles of
the Company's Articles of Association,
viz.:—Articles Nos. 2, 10, 28,
50, 53, 103, 104, 122, 123, 130, and
the marginal notes thereto the word
"Secretary" wherever it occurs be
eliminated and that in lieu thereof
the words "General Manager" be
inserted.

(3)—That in Article No. 17 of the Com-
pany's Articles of Association the
words "in Hongkong" shall be
transposed so as to follow, instead
of precede, the words "an address."

(4)—That in Article No. 41 in lieu of
the words "fourteen days" the
words "ten days" shall be inserted.

(5)—That in Sec. (b) of Article No. 40
of the Company's Articles of Asso-
ciation the words "for fourteen
days after such deposit" shall be
struck out.

(6)—That in Article No. 74 of the Com-
pany's Articles of Association after
the words "Any Shareholder" the
words "whose address on the Share-
holders Register shall not be in
shall be struck out and in lieu there-
of the words "who may be absent
from" shall be inserted.

(7)—That in Article No. 75 of the Com-
pany's Articles of Association, the
words "nor more than seven" be
deleted.

(8)—That after Article No. 108 the fol-
lowing new Article be inserted as
Article No. 109A:—
"The General Manager shall be appoint-
ed and may be removed by the
Board and he shall in all matters
be subject to its orders and direc-
tions, and shall be paid such
salary as the Board may from time
to time determine. The Board
may at any time appoint any per-
son or persons for any or an in-
definite period to perform all or
any of the duties and to exercise
all or any of the powers of the
General Manager, either in his
absence or otherwise, and may
from time to time cancel such
appointment or appointments and
make another or other such ap-
pointment or appointments in lieu
thereof as the Board may see fit."

(9)—That Article No. 130 of the Com-
pany's Articles of Association be
cancelled and that the following
Article be substituted for the same,
viz.:—
"All notices or other documents to be
given or served by the Company
to or upon the Shareholders may
be given or served by the Board
either by advertisement or by
notice sent by post, or otherwise
to the registered address of every
Shareholder, or if the Board
thinks fit, both by advertisement
and by notice as aforesaid."

Mr. DOWELL seconded, and this was
unanimously agreed to.
This was all the business.

CANTON'S CONTRIBUTION TO
WAR CHARITIES.

We have received from Mr. D. Forbes,
hon. treasurer of the British War Char-
ities in Canton, the following statement:—

CANTON-BRITISH WAR CHARITIES.—A fur-
ther sum of \$200 (making \$400 since the
beginning of the year), subscribed by
British Residents in Canton, has been re-
mitted to London this month as under-
noted:—

\$100 British Red Cross Society.
£50 Soldiers and Sailors' Family Asso-
ciation.

£25 St. Dunstan's Home for Blind
Soldiers.

£23 Patriotic League of Britons Over-
seas.

CANTON-BELGIAN RELIEF FUND.—The
sum of \$1,264 has been subscribed in Can-
ton as undernoted, and a draft for
£132.13.1, at exchange of 2/13-16, has been
remitted to the Treasurer of the Fund in
London:—

R. K. Batchelor, \$20; J. Baud, \$10; F.
N. Bell, \$10; E. S. Bennett, \$10; W.
Bonar, \$10; S. H. Brown, \$10; H. D.
Browne, \$5; D. H. Cameron, \$10; T. A.
M. Castle, \$10; R. C. Courie, \$10; J. E.
B. de Courcy, \$10; O. W. Darch, \$50; H.
Dent, \$20; A. Derby, \$105; P. Drummond,
\$55; Wm. Farmer, \$20; D. Forbes, \$50;
G. F. Fry, \$10; A. Gace, \$5; A. Gandossi,
\$5; F. Gaudoin, \$10; Ch. Gaudoin, \$30;
C. Geiger, \$10; A. V. Hogg, \$50; G.
Hoppeier, \$20; J. W. Jamieson, C.M.G.,
\$50; P. R. Jesselyn, \$10; G. C. Kitching,
\$20; A. Laing, \$25; L. E. Lamert, \$5;
J. Landolt, \$5; G. A. Lawrence, \$5; Lee,
\$5; F. B. Lynch, \$20; C. A. McAllum,
\$50; R. T. Matheson, \$20; G. Mayor, \$25;
A. P. Mei, \$5; H. F. Merrill, \$50; C. A.
Peel, \$100; R. S. Pratt, \$10; A. B. Pud-
dicombe, \$5; G. L. Read, \$20; H. H.
Sandeman, \$20; C. H. Shields, \$50; H.
S. Smith, \$20; E. H. Smith, \$20; U.
Spallinger, \$10; G. H. Swift, \$50; E. V.
Waters, \$5; W. M. Webb, \$20; E. M.
Wood, \$20; and Anonymous, \$15.

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This was all the business.

UNREST IN BULGARIA.

The Roue correspondent of the Daily
Telegraph reports that the Bulgarians are
clamouring for peace, owing to the whole
sale distribution of leaflets among them
announcing that the Allies, with Greece and
Rumania, intend taking the offensive in
April, with the purpose of crushing and
enslaving Bulgaria. There is general po-
pular indignation at the smallness of Ger-
many's help in the past. It is believed
Bulgaria will be in a most critical condi-
tion if she should be forced to meet a strong
offensive. The population is already alarm-
ed. There have been riots on account of
shortage of food, and the troops refused to
act against their countrymen.

Rumanian despatches state King Ferdi-
nand is shamming bronchitis at Coburg for
the purpose of delaying his return to
Sofia, where he fears assassination. Dis-
sent in Bulgaria is so strong that King
Ferdinand is advised not to return until a
German victory promises an early termi-
nation of the war. It is pointed out that
the attack of bronchitis developed conse-
quent upon the German failure at Verdun.

CANTONESE IN SHANGHAI.

TELEGRAM TO LUNG CHI-KUANG.

The Committee of the Cantonese Guild in
Shanghai have sent a telegram to Lung
Chi-Kuang, Tathai of Canton, other high
officials, General Chamber of Commerce,
the Press Association and other public
organs in Canton, expressing the views of
Cantonese in Shanghai with regard to the
present crisis.

They first express satisfaction at hear-
ing from their relatives and friends in their
native provinces that nothing untoward has
happened and that the people are still
living at peace. They then point out that
the people in Kuangtung have been endur-
ing injustice and hardships without any
possibility of redress for a long time. Now
there is an opportunity to begin reforming
the system of government on modern prin-
ciples. They would request:—The imme-
diate suppression of opium and gambling;
restoration of the provincial assembly; early
preparation of the self-government system;
and abolition or reduction of all annoying
taxes of a trivial nature. They also expect
that order and peace be maintained with-
out a rigorous hand, so that the people may
have time to recuperate their strength and
develop their resources.

In conclusion, they denounce Tsai Nai-
huang (ex-Liaoi of Shanghai), also a
native of Canton, for having abolished the
prohibition on opium to the prejudice of
the whole nation. For this offence alone,
deportation would be a light penalty.

This time, he has requested the despatch of
Northern troops and planned to obtain the
shipment of dudum bullets, with the deli-
berate intention of committing slaughter
upon our province on a wholesale scale.
They demand that he be executed publicly.
The execution of Tsai has already been
reported.

A SINGAPORE MARINE
COURT CASE.

IMPRISONMENT FOR DIS-
OBEDIENT SAILORS.

In the Marine Court, Singapore, recent-
ly, before Commander Cator, R.N., Master
Attendant, ten men, three English, one
Irish, one Welsh, one Canadian, two Dutch
and two West Indians, sailors and firemen
from the British ship *Andangorn*, were
charged by the master, Captain Ogilvie,
with wilful disobedience. Mr. C. Everett
appeared for the owners and captain, Mr.
V. D. Knowles being retained for the
defence.

The allegation put forward by the men
was that the *Andangorn* was overloaded.
On Monday evening last she was lying
alongside the wharf in the West Dock,
taking in coal, when, so it was alleged, one
of the accused noticed that the vessel was
below her plimsoll mark. A number of
others satisfied themselves that this was so
and complained to the captain, at the same
time asking that Lloyd's surveyor be sent
to Durban. The master, they maintained,
would not be bothered with their case, would
he "consult a surveyor," and, moreover, told
them they would lose all their pay. Later,
water was pumped out of the vessel and
some eighteen hours after the complaint
had been laid two Government surveyors,
Mr. W. N. Masterton, Senior Government
Surveyor, and the British Corporation for the
Survey and Registry of Shipping, exam-
ined the vessel. They declared that she was
loaded to the Indian summer mark and in
good seaworthy condition. This was in
done at the request of the men and upon the
suggestion of the Master Attendant when
he was consulted by the captain.

Considerable evidence was heard, and
later, when the captain was recalled, he
denied telling the men they would lose all
their pay. He did tell them, however, that
they would have to pay the cost of the
survey.

Mr. Knowles, on behalf of the men, said
that they did really believe that the vessel
was overloaded, even after the pumping out
of the water, and if they had that *bona fide*
belief then, at the most, they had committed
a technical offence in refusing to obey the
commands of the captain. Undoubtedly,
when the complaint was first laid the vessel
was below her plimsoll mark and had the
captain had a little more patience with the
men and not threatened them with the stop-
page of their pay the case would never
have come to Court.

Mr. Everett agreed with that to a certain
extent, but declared that when the men
found themselves in the wrong they became
pig-headed and refused to work. If this
thing were allowed to go unpunished, then
any master would be at the mercy of his
crew.

The Master Attendant, at the end, re-
gretted that it was necessary for him to
send such a fine body of men to prison. He
had tried to pick out the ringleaders but had
failed to do so. That being so they would
all be sentenced to fourteen days' rigorous
imprisonment, with the forfeiture of two
days' pay for the wilful disobedience to
lawful commands, whilst for the continued
wilful disobedience they would be sentenced
to six weeks' rigorous imprisonment, the
terms to run concurrently and the forfeit-
ure of six days' pay. In the meantime,
should any matter wish to sign on any of
them they would be free to leave the port.

UNREST IN BULGARIA.

The Roue correspondent of the Daily
Telegraph reports that the Bulgarians are
clamouring for peace, owing to the whole
sale distribution of leaflets among them
announcing that the Allies, with Greece and
Rumania, intend taking the offensive in
April, with the purpose of crushing and
enslaving Bulgaria. There is general po-
pular indignation at the smallness of Ger-
many's help in the past. It is believed
Bulgaria will be in a most critical condi-
tion if she should be forced to meet a strong
offensive. The population is already alarm-
ed. There have been riots on account of
shortage of food, and the troops refused to
act against their countrymen.

Rumanian despatches state King Ferdi-
nand is shamming bronchitis at Coburg for
the purpose of delaying his return to
Sofia, where he fears assassination. Dis-
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NEW ADVERTISEMENTS

NOTICE

I HAVE This Day handed over Charge of the Portuguese Consulate in this Colony to Mr. E. V. M. DE SOUSA.

JOSE C. DE OBALDIA,
Consul for Panama.
Hongkong, 27th April, 1916. [623]

TO LET.

OFFICES on 1st Floor, No. 3, Queen's Road Central, at present in the occupation of The China Fire Insurance Co., Ltd.
Apply to
CHINA FIRE INSURANCE Co., Ltd. [623]

THE CHINA FIRE INSURANCE COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

THE DIVIDEND OF \$7.00 and BONUS of \$2.00 per Share declared at the Forty-seventh Meeting of Shareholders held This Day will be Payable at the Hongkong & Shanghai Banking Corporation on and after FRIDAY, the 28th April, 1916. Shareholders are requested to apply to the Office of the Company for Warrants.
By Order of the Board of Directors,
C. DUMBERTON,
Secretary [624]

IN THE SUPREME COURT OF HONGKONG.

IN BANKRUPTCY.

No. 74 of 1914.

Re F. J. V. JORGE, Junior, trading as JORGE & COMPANY.

A First and Final Dividend of \$35.50 per cent. has been declared in the above matter.

NOTICE IS HEREBY GIVEN that the above mentioned Dividend may be received at the Office of Messrs. LOWE, BINGHAM & MATTHEWS, New Government Building, Victoria, on 28th day of April, 1916, or on any subsequent date between the hours of 10 A.M. to 12 Noon.

Creditors applying for payment must produce any Bills of Exchange, Promissory Notes or other security held by them and must sign a receipt in the prescribed form.
Dated this 26th day of April, 1916.
C. A. DA ROZA,
Trustee. [625]

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamer

"NANKIN,"

Arrived Hongkong on 27th April, 1916.
From LOMBAY, COLOMBO AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each Consignment will be sorted out Mark by Mark and delivery can be obtained as the Goods are landed.

This vessel brings on Cargo—
From London, &c., as "Karnala,"
"Arbia" and "Salsette."
From Persian Gulf, &c. as B. I. S. N. and B. P. S. N. Co.'s Steamers.
Optional Goods will be landed here unless instructions are given to the contrary within 6 hours.

Goods not cleared within 8 days including date of arrival will be subject to rent.
No Fire Insurance will be effected by me in any case whatever.

Damaged packages must be left in the Godowns for examination by the Consignees, and the Company's Surveyors, Messrs. GODDARD & DOUGLAS, at 10 A.M. on MONDAYS and TUESDAYS. All Claims must be presented within ten days of the steamer's arrival here after which date they cannot be recognized. No Claims will be admitted after the Goods have left the Godowns.

E. V. D. PARR,
Acting Superintendent.
Hongkong, 27th April, 1916. [1]

NOTICE.

THE Undersigned have acquired the interest in the "Ven Hugen" Patent Firebridge Bar. It will henceforth be known as the "EULFSE" PATENT FIREBRIDGE BAR.

Full particulars and prices for installations from:
THE UNITED ASBESTOS ORIENTAL AGENCY, LTD.,
Telephone 236, 3, Queen's Buildings,
Hongkong, 17th March, 1916. [419]

5½% RUSSIAN INTERNAL SHORT TERMED LOAN OF 1916

for Rbls. 2,000,000,000.

SUBSCRIPTION to the above LOAN will be opened on 28th March till 15th May inclusive.

The Price of issue is 95%.

The Loan is entirely free of Income Tax and of other taxation.

The Loan is redeemable at par on 1st February 1920, Russian style, without option for the Russian Government to convert it at an earlier date.

Coupons are payable half-yearly on the 1st February and 1st August, Russian style. As interest on the above loan runs from 1st/14th February, the interest accrued on date of subscription must be taken into consideration and is to be added to the price of issue.

The Russo-Asiatic Bank in Hongkong is ready to accept applications for the above-named Loan.

Special favourable rates will be quoted for Russian exchange.

Payment may also be made in Roubles.

Applications will be wired to Petrograd free of telegraphic charges and commission.

40% only of the cost of the Bonds may be paid on application, the balance to be paid on receipt of the Bonds.

The Bank is also ready to give every facility to subscribers in the shape of advances against the scrips.

G. TISDALL,
Manager,
RUSSO-ASIATIC BANK
Hongkong, 30th March, 1916. [430]

PUBLIC COMPANIES

HONGKONG JOCKEY CLUB.

NOTICE.

THE HALF-YEARLY MEETING of Members will be held TO-MORROW (SATURDAY), the 30th April, 1916, at 12 o'clock Noon, at the Offices of the JOCKEY CLUB, on the Ground Floor of the HONGKONG CLUB ANNEX, Chater Road.

By Order,
T. F. HOUGH,
Clerk of the Course.
Hongkong, 16th April, 1916. [569]

CANTON INSURANCE OFFICE, LTD.

NOTICE TO SHAREHOLDERS.

THE THIRTY-FIFTH ORDINARY MEETING OF SHAREHOLDERS will be held at the Offices of the Undersigned on WEDNESDAY, the 3rd May, 1916, at Noon. THE TRANSFER BOOKS of the Company will be CLOSED from the 10th April to the 3rd May, both days inclusive.

JARDINE, MATHESON & Co., Ltd.,
General Agents.
Hongkong, 14th April, 1916. [570]

THE CANTON INSURANCE OFFICE, LIMITED.

NOTICE TO SHAREHOLDERS.

NOTICE IS HEREBY GIVEN that an EXTRAORDINARY GENERAL MEETING OF THE CANTON INSURANCE OFFICE, LIMITED, will be held at the Offices of Messrs. JARDINE, MATHESON & Co., Ltd., No. 16, Pedder Street, Victoria, in the Colony of Hongkong, on WEDNESDAY, the 3rd day of May, 1916, at 12.15 o'clock in the afternoon, when the subjoined Resolutions will be proposed as Extraordinary Resolutions, viz.:

(1)—That the provisions of the Company's Memorandum of Association with respect to its objects be altered so as to read as in the "Print signed by the Chairman of this Meeting for the purposes of identification."

(2)—That the Articles of Association of the Company be altered in manner following:—
"That the following Article shall be substituted for Article 94, 'namely:—

"94.—The Members of the Committee shall be paid out of the funds of the Company such remuneration as may be or have been determined at any time by any General Meeting of the Company and such remuneration is altered by any subsequent General Meeting of the Company. Such remuneration shall be payable amongst the members of the Committee in such proportions as the Committee or a majority thereof shall determine."

Should the above Resolutions be passed by the required majority they will be submitted for confirmation as Special Resolutions to a Second Extraordinary Meeting which will be subsequently convened.

Prints of the Memorandum as proposed to be altered have been circulated to the Shareholders, and a Print thereof can be seen at the Registered Office of this Company.

Dated this 15th day of April, 1916.

JARDINE, MATHESON & Co., Ltd.
General Agents.

THE CANTON INSURANCE OFFICE, LTD. [571]

CHINA TRADERS' INSURANCE COMPANY, LTD.

NOTICE TO SHAREHOLDERS.

NOTICE IS HEREBY GIVEN that an EXTRAORDINARY GENERAL MEETING of the CHINA TRADERS' INSURANCE COMPANY, LIMITED, will be held at the Head Office of the Company, No. 4, Connaught Road, Victoria, in the Colony of Hongkong, on FRIDAY, the 5th day of May, 1916, at Noon, when the subjoined Resolution which was passed as an Extraordinary Resolution at the Extraordinary General Meeting of the said Company held on the 18th day of April, 1916, will be submitted for confirmation as a Special Resolution.

"That the name of the Company be changed to 'BRITISH TRADERS' INSURANCE COMPANY, LIMITED.'"

Dated this 18th day of April, 1916.

By Order of the Board,
C. MONTAGUE EDE,
General Manager. [572]

FOR SALE.

ONE SET VERTICAL MARINE ENGINES, with three cylinders of 15 inches, 24 inches and 40 inches diameter, with Condenser and Pumps, complete. Also three bilge discharging boxes, one reducing valve, two discharge valves, one set double safety valves, one steam distributing valve chest with valves, one bulkhead flange for shaft, one main injection valve, and one spare condenser door, all having been formerly used in connection with the above engines. Built in 1904 and been in use only 14 months.

1,983 lbs.—Self-Hardening Steel.
1,977 lbs.—L. A. Turning Steel.
928 lbs.—Oval Chisel Steel.
2,896 lbs.—Round Punching or Turning Steel.

and
One hundred Kilos Metal Packing.
Open to Offers.

For further particulars,
Apply to
GEO. P. LAMBERT,
4, Duddell Street. [411]

AUCTIONS

G. R.

PUBLIC AUCTION.

THE Undersigned have received instructions to sell by Public Auction on TUESDAY and WEDNESDAY, the 2nd and 3rd May, 1916, at 10 A.M. each day, at H.M. Naval Yard, Hongkong, and Kowloon Depot,
12 Coal Lighters from 50 to 150 Tons, Steam Launches (Hull only), Steam Cutters complete, and
OLD AND SURPLUS NAVAL AND VICTUALLING STORES, comprising:—
OLD AND SURPLUS NAVAL STORES:—Fan Engines, Boilers complete, 20 and 50 Tons; Boiler with Mountings, Trolleys, Type-writer, Shanghai Baths, Canvas and Leather Hoses, Stage-lashings, Coir Cordage, Paper-stuff, Canvas Bags, Old India Rubber, Reading Lamps, Boats, Oars, Fir, Carpet, Rugs, Blankets, Tables, Bookcases, Cabin Wardrobe, Cupboards, Mirror, Electric Cable, Firwood, Old Iron and Steel, Old Metal, Mineral, Rapeseed and Olive Oil, &c., &c.

OLD AND SURPLUS VICTUALLING STORES:—Seamen's Clothing, Blankets, Officers' Mess Traps (a quantity of Electro-plated articles and Table Linen), Implements, Seamen's Mess Utensils, Oak Staves, &c., &c.
TERMS OF SALE:—As detailed in the Catalogue.

HUGHES & HOUGH.

By Appointment Auctioneers to the Admiralty.
Hongkong, 25th April, 1916. [613]

PUBLIC AUCTION

OF VALUABLE LEASEHOLD PROPERTIES

situate at Hung Hom in the Colony of Hongkong, and being KOWLOON MARINE LOT No. 83 and KOWLOON INLAND LOT No. 1178, to be sold

IN ONE LOT

THURSDAY,

the 4th day of May, 1916, at 3 o'clock P.M., by
MR. GEO. P. LAMBERT, Auctioneer,
at his Auction Rooms in Duddell Street.

The Property consists of:—
All those pieces or parcels of ground situate at Hung Hom in the Dependency of Kowloon and Colony of Hongkong, and registered in the Land Office respectively as KOWLOON MARINE LOT No. 83 and KOWLOON INLAND LOT No. 1178. Kowloon Marine Lot No. 83 contains an area of 12,800 SQUARE FEET and is held for the term of 75 years from the 16th May, 1904 (renewable for another term of 75 years), created therein by a Crown Lease dated the 11th day of October, 1906, and made between His late Majesty King Edward VII. of the one part and Donald Macdonald and John Wilkie of the other part subject to the payment of the Crown rent and to the observance and performance of the Lessee's covenants therein reserved and contained.

Kowloon Inland Lot No. 1178 is situate on the North-west side of Kowloon Marine Lot No. 83, and contains an area of 97,073 SQUARE FEET and is held for the term of 75 years from the 16th May, 1904 (renewable for another term of 75 years), created therein by a Crown Lease dated the 10th April, 1911, and made between His Majesty King George V. of the one part and the said Donald Macdonald and John Wilkie of the other part subject to the payment of the Crown rent and to the observance and performance of the Lessee's covenants therein reserved and contained.

Crown Rent of Kowloon Marine Lot No. 83—\$1,284 per annum.
Crown Rent of Kowloon Inland Lot No. 1178—\$248 per annum.

Particulars and conditions of sale may be had from—
Messrs. DEACON, LOOKER, DEACON & HARSTON,
1, Des Voeux Road Central,
and
Mr. LEO PALMADA E CASTRO,
Old Supreme Court Building,
Vendors' Solicitors,
and also from
MR. GEO. P. LAMBERT,
The Auctioneer.
Hongkong, 25th April, 1916. [614]

NOW ON SALE.

THE

DIRECTORY

AND

CHRONICLE

FOR CHINA, JAPAN, ETC.

FOR THE YEAR

1916.

INDISPENSABLE TO EVERY
BUSINESS MAN.

To be obtained from THE—
HONGKONG DAILY PRESS OFFICE
and
LOCAL BOOKSELLERS.

1,750 PAGES—PRICE \$10.

The alterations this year are unusually heavy owing to changes incidental to the War.

ON SALE

A TALK OF THE

RATES OF EXCHANGE AT BOMBAY

For Demand Drafts on London on the day of or preceding the departure of the English Mail; also Table of the Yearly Approximate Average

for 35 years.

From 1874 to 1909.

PRICE 25 CASH.

On Sale at the Daily Press Office of Local Booksellers

INTIMATION

WATSON'S
FINEST OLD
BROWN
BRANDYE
QUALITY.

25 YEARS IN WOOD.

A. S. WATSON &
CO., LTD.,

WINE & SPIRIT MERCHANTS.

HONGKONG.

TELEPHONE 618.

HONGKONG OFFICE: 101, DES VOEUX ROAD, C.
LONDON OFFICE: 131, FLEET STREET, E.C.

The Daily Press.

HONGKONG, 27th APRIL, 1916.

THE RISING IN IRELAND.

When the news first came to hand that the notorious Sir ROGER CASEMENT had been captured on a German auxiliary which was endeavouring, in the guise of a Dutch merchantman, to land "an army and ammunition" on the west coast of Ireland, it lent colour to the rumour that the mind of this renegade had become unhinged by long residence in tropical climates. Such an exploit carries us back to mediaeval times, when it was common for captives to the throne to land at the head of a handful of men in some secluded corner of the Kingdom regarded as favourable to their cause and raise the banner of revolt in the hope that adherents would flock to it as the invading force marched on its way through the countryside. Owing, however, to the changed conditions of the country, these little expeditions went out of fashion about two hundred years ago, and no sane man could hope to revive them with any chance of success in these days of railways and telegraphs, even if the people did not now possess peaceful means of compelling respect for their wishes. It seemed incredible, therefore, that the German Government should have lent their support to a hare-brained venture foredoomed to ignominious failure, and for that reason we inserted a note of interrogation in the message received. If we substitute the landing of "arms and ammunition" for "an army and ammunition" we begin to see, in the light of the grave disturbances reported from Dublin that, in the words of POINCARÉ, "though this be madness yet there's method in it."

It is clear that Sir ROGER CASEMENT must have been in communication with the Sinn Féin party, who represent the irreconcilables in Ireland, and that his arrival was timed to coincide with a revolutionary movement engineered by the reasonable

organisation. The outbreak occurred at noon on Monday, when a large body of armed rebels assembled at St. Stephen's Green. They seized the General Post Office, where they cut the telegraph and telephone wires, and also occupied the principal streets and quays. At seven o'clock in the evening they were in possession of four or five different parts of the city, and the forces of the Crown, who were ordered out to quell the rising, suffered some thirty casualties, three officers, five soldiers, two loyal Volunteers, and two policemen being killed. Happily, the situation is well in hand, and there appears to be every prospect that law and order will speedily be restored. The incident will be regarded with dismay by the vast majority of Irishmen, who thrust aside the differences which divided them at the outbreak of war and stood united in the determination to defend their common country against a foe whose brutal excesses in Belgium aroused in their breasts feelings of the deepest resentment and disgust. The report that quiet reigns in other parts of Ireland encourages the belief that the rising is purely local, and that those who fomented it have acted upon a criminal impulse without pausing to consider the consequences of their action. Unless they have been grossly misled by promises of support which have not been forthcoming, they must have known, if they had given the matter a moment's thought, that, confronted with the opposition of the general body of their fellow-countrymen as well as the armed forces of the Crown, and unable to maintain communications with the outside world, their resistance must be very short-lived. Germany's attitude, is, of course, more intelligible. It was worth the cost of a little powder and shot to offer encouragement to any movement, however forlorn, that gave any promise of embarrassing the British Government. Even if it failed to divert to any appreciable extent the energies of the nation from the vigorous prosecution of the war, it would at least serve in conjunction with the theatrical aerial and naval displays on the East Coast, to distract the attention of the German people from the disastrous and humiliating failure at Verdun and to produce a misleading impression upon neutral nations. Viewed in its proper light, it is, of course, but another admission of weakness when the foe is obliged to resort to such paltry devices in order to raise his drooping spirits and keep up appearances in the eyes of the world.

A mail for Europe via Siberia closes to-morrow at 10.30 a.m.

The P. & O. Homeward mail steamer *Malala*, with the Hongkong mail of the 24th March, arrived at Marseilles on the 25th instant.

In consequence of disturbances in the vicinity of Canton the Canton-Kowloon Railway authorities suspended the through service yesterday. It is not known to what extent the disturbances have reached. It is hoped that they are merely local, and will be quickly extinguished.

In connection with the prosecution against Captain Rodway of the *at. Lyrith*, at the Magistracy on Wednesday, we have been asked to state that Mr. Preson, who appeared for the defence, remarked that 25 per cent. of the fleet (not the profits) of the Blue Funnel line was being requisitioned by the Government.

We are informed by Messrs. Shevan, Tomes & Co., the local agents, that the appeal of the Yangtze Insurance Association, Ltd., against the recent conviction under the Trading with the Enemy Regulations has been upheld by the H.B.M. Supreme Court for China, which has reversed the Shanghai Magistrate's decision and granted the appellants costs.

At an Examination in Home Nursing held recently under the auspices of the St. John Ambulance Association at the Government Civil Hospital by Dr. W. V. M. Keel, Honorary Examiner, the following pupils from the Belilios Public School were successful:—Miss Julia Ah Wee, Miss Fok Kum Yung, Miss Kwun Wai Hing, Miss Delinda Lopes, Miss Poon San Han, Miss Tang Hon Ying, and Miss To Kwun Fong. The following passed the Junior Examination:—Miss Mercedes Barreto, Miss Chung King Yuk, Miss Anizia Lopes, Miss Florence Lyon, and Miss Aurea Xavier. All the members of the Class were successful in obtaining a Certificate. Mrs. McGregor, M.B., B.Ch., acted as Hon. Lecturer.

SUPPOSED TAINTED CARGO.

OFFICERS OF INDO-CHINA STEAMER PROTEST.

Certain serious rumours were in circulation in the Colony yesterday in regard to an alleged strong action by the officers of the Indo-China steamer *Wai-shing*. It was said that the Captain and officers believed that they were carrying enemy cargo, and as a protest, left the ship in Hongkong.

On enquiry at the office of the General Managers yesterday we were officially informed that it was untrue that the Captain and officers had left the ship, but it was a fact they had protested that they suspected the Chinese charterers of the vessel at Bangkok were endeavouring to ship tainted cargo, consisting of rice.

Suspicion had been entertained apparently for some considerable time, for a great deal of correspondence has taken place. The authorities at Bangkok have been urged to increase their vigilance and to protect the shipping companies as far as possible. Investigations, we understand, are being conducted into the matter.

CHINA COAST OFFICERS.

THREATEN TO STRIKE.

A strike that may tie up the steamers in the entire China coast trade is threatened by foreign officers of these ships, says a recent issue of the *China Press* (Shanghai). The date of the "showdown" is May 1st. An ultimatum has been delivered to the shipowners, and the officers declare that they are simply waiting for the date. The move is a direct result of the aeroplane tendency of freight rates since the big European conflict broke out. Officers say they have not been getting their share of these spoils of war and they declare that the strike is their only alternative.

The demands appear to have been made by the China Coast Officers' Guild, and it seems that owners refuse to recognise the Guild, and had not replied to the demand when the last mail left Shanghai.

MACAO NOTES.

(FROM OUR OWN CORRESPONDENT)

MACAO, April 26th.

It is said that Senhor Cerveira de Albuquerque e Castro, the Portuguese Consul at Kobe, has been transferred to Hongkong.

Though there is much trouble in the Chinese villages near us, good order prevails in this city. Many launches are to be seen patrolling near the Leppa aze walls, to. For a few hours the water boats did not return with their usual supply and this caused great disappointment to the Chinese community who made representations to the higher authority.

A petition having been addressed by the Provedor da Santa Casa de Misericórdia, General Rodrigues, to the Government for a donation with which to rebuild a wing of the Civil Hospital the sum of \$15,000 has been granted. Provedor Rodrigues never allows an opportunity to pass of improving anything connected with the Santa Casa. The poorer classes are to be congratulated upon the fact that the hospital will soon be worthy of the name. After the rebuilding is completed the Provedor should turn his attention to the question of the efficiency and sufficiency of the nursing staff.

Easter tide has passed off as usual. The weather was fine and clear, affording abundant opportunities for Church attendance. The Government offices were closed on Thursday and Good Friday.

Many junks, loaded with merchandise, and some launches are anchored in the harbour. They are willing to proceed to their destinations, but are unable to do so owing to the troubles that are taking place in Chinese waters.

As the result of Mr. "Mike" Newman's picture at the Victoria Theatre last evening the local Bandage Fund has benefited to the extent of \$87.51, representing twenty five per cent. of the proceeds. A very powerful picture was screened, which was full of exciting happenings on the battlefield of Flanders itself, the pictures having been taken, with the approval of the Belgian Government, from the trenches of the men who are in the firing line. At an interval in the programme Mr. Newman announced that he was bringing several more such stirring pictures to the theatre next week, and that he would give ten per cent. of his personal gross takings to one or other of the local war funds.

THE WAR.

MARTIAL LAW IN DUBLIN.

BRITISH NAVAL ACTIVITY.

HEAVY GERMAN LOSSES.

ZEPPELINS BOMB THAMES ESTUARY.

AMERICA AND GERMANY.

FRANCO-BELGIAN FRONT.

[THROUGH REUTER'S AGENCY.]

GERMAN COUP-DE-MAIN DEFEATED.

HEAVY ENEMY LOSSES.

PARIS, April 26th.

There is increasing minor activity along the whole of the Western front.

Today's communiqué says:—In taking the small wood at Buttes we made prisoners and repulsed counter-attacks.

There was an intense bombardment of our positions at Arcourt Wood, and of the front lines of Hill 304, while there was a moderate cannonade east of the Meuse and a heavy gun duel in Woëvre.

We defeated a German coup de main in Lorraine with losses, and dispersed German attempts in the Vosges.

Prisoners admit very heavy German losses at Chapelette.

EXTRAORDINARY AIR FIGHT. GUN-AEROPLANES IN ACTION.

PARIS, April 26th.

A communiqué relates an extraordinary exploit by a French gun-aeroplane at three in the morning off Zebrugges. A Zeppelin fired on the aeroplane from a height of 4,000 feet. The aeroplane immediately attacked the Zeppelin, firing sixteen incendiary shells. The Zeppelin appears to have been struck.

Another gun-aeroplane attacked and hit a German destroyer off Ostend and a Frenchman also felled a Fokker near Lunerville and captured the pilot.

FRENCH ARTILLERY ACTIVE. ATTEMPTED GERMAN ATTACK "STOPPED DEAD."

PARIS, April 27th.

A communiqué states:—The French artillery have been most active today against enemy organisations in Champagne and Argonne. There has been a violent bombardment at Avescourt Hill 304. Ennes, Montzeville, and west of the Meuse. There has been moderate artillery activity east of the Meuse. An attempted German attack north of Senones, in Lorraine, was stopped dead by artillery. The German losses at the Chapelette salient were 1,000.

A German aeroplane landed in the French lines in the region of Olise and both the airman were captured. An enemy aeroplane was shot and fell in flames in Argonne. French air-squadrons were most active on Tuesday night in the regions of Verdun and Roye, dropping 135 bombs on enemy parks, bivouacs, railway stations and munition depots. A German airship dropped a dozen bombs in the Etaples region, slightly wounding two British soldiers.

BRITISH ACTIVITY. FIGHTING IN THE AIR.

LONDON, April 27th.

A British communiqué states:—Enemy aircraft were less active yesterday. A hostile aeroplane was brought down today in our lines as the result of a fight in the air. The pilot and observer were killed.

A hostile airship, at 12.30 in the morning, dropped bombs near the coast behind our trenches, but no damage was done. We made two raids last night south of La Bassee Canal, and captured three prisoners in hand-to-hand fighting.

The enemy today sprang a mine south-east of Souchez and obtained a footing in our trenches, but was driven out by a counter-attack.

There has been artillery activity at various points.

NAVAL ACTIVITIES.

[THROUGH REUTER'S AGENCY.]

BRITISH BOMBARD BELGIAN COAST.

AMSTERDAM, April 27th.

A Berlin communiqué admits that a strong British force of monitors, destroyers and mine-sweepers bombarded the Belgian coast.

THE BALKANS

[THROUGH REUTER'S AGENCY.]

TRANSPORT OF SERBIAN TROOPS

USE OF GREEK RAILWAYS DENIED.

ATHENS, April 26th.

The Entente Ministers are insisting on the use of the Greek railways for the transport of Serbian troops. The Cabinet is deliberating on the matter.

GENERAL.

[THROUGH REUTER'S AGENCY.]

MARTIAL LAW IN DUBLIN. TROOPS ARRIVE FROM ENGLAND AND BELFAST.

LONDON, April 26th.

Mr. Asquith, in the House of Commons, announced that troops from Belfast and England had arrived in Dublin, and Liberty Hall and Stephen's Green were already occupied by the soldiers. Martial law had been proclaimed in Dublin City and county and action was being taken to suppress the movement, and to arrest all concerned.

Outside of Dublin the country was quiet, and steps were being taken to acquaint neutral countries with the real significance of this most recent German campaign.

Mr. Asquith read a telegram stating that the situation in Dublin was satisfactory and that it was not the case that the rebels had machine-guns.

Another message states that Mr. Asquith also read a telegram from Lord Wimborne stating that the situation was satisfactory. St. Stephen's Green had been occupied, and eleven of the insurgents were killed. The provincial news was reassuring. The Inspector-General of Constabulary reports that the Drogheda Nationalist Volunteers turned out in arms to assist the Government. (Loud cheers.) Many local people had also offered assistance.

A Gazette proclamation practically establishes martial law throughout Ireland. (Loud cheers.)

THE ATTEMPTED RAID ON IRELAND.

LONDON, April 26th.

In the House of Lords Lord Lansdowne announced that the German vessel which attempted to land arms in the west of Ireland was disguised as a Dutch trader, and that the Germans blew her up after she was captured.

Sir Roger Casement and two other persons were landed on the coast from a submarine in a collapsible boat.

COTTON SPINNERS' DEMANDS. OFFICIAL INTERVENTION PROBABLE.

LONDON, April 26th.

The result of the ballot of the Lancashire Cotton Spinners will probably be known next week. It is believed that the vote will be practically unanimous in favour of taking all necessary steps to secure an advance in wages, but before any extreme course is taken the Government Production Committee will probably intervene.

[THROUGH REUTER'S AGENCY.]

ZEPPELINS STILL ACTIVE.

HUNDRED BOMBS DROPPED IN THAMES ESTUARY.

LONDON, April 26th.

An official announcement regarding last night's raid states that 100 bombs were dropped in the Thames estuary. There were no casualties.

It is also ascertained that 100 bombs were dropped in the eastern counties on Monday.

There was one casualty and only insignificant damage.

LONDON, April 27th.

The War Office announces that Zeppelins were reported last evening over the east coast of Kent. Apparently they did not penetrate far inland, and probably returned owing to a mist.

It is reported that one bomb was dropped in the sea.

ATTACK ON ENGLISH COAST

EXTENSIVE DAMAGE AT LOWESTOFT.

LONDON, April 26th.

The War Office announces that the bombardment of Lowestoft and Yarmouth yesterday opened at 4.10 in the morning and lasted for about half an hour. Despite the heavy German guns the damage was relatively slight.

A convalescent home, the swimming bath, a pier and forty dwellings at Lowestoft were extensively damaged, and 200 dwellings slightly damaged.

Besides the four persons already announced as killed, three were seriously wounded and nine slightly.

The damage done to Yarmouth was one large building burned and another slightly damaged.

The *East Anglian Daily Times* says that approximately there were 25 killed and wounded in the pursuit of German raiders off Lowestoft.

MILITARY SERVICE ACT.

NOT TO APPLY TO IRELAND.

LONDON, April 27th.

The Press Bureau announces that in the secret session of Parliament on Wednesday Mr. Asquith, replying to Sir Edward Carson, said that the Government's proposal for the extension of the Military Service Act would not be applied to Ireland.

Mr. Walter Long said that if the B.I. were introduced to apply compulsion to the unmarried married men it would not provide for a months' notice.

In the debate which followed many speakers took part.

Mr. Walter Long to-morrow introduced the Military Service Bill.

The House is now sitting in secret session.

BRITISH LABOUR PROBLEMS.

LONDON, April 26th.

Mr. Asquith, Mr. Buxton and Lord Kitchener conferred in the afternoon with the Labour leaders.

MORE GERMAN INTRIGUE.

WASHINGTON, April 27th.

President Wilson has ordered an investigation into the activities of German officers in the Guatemalan revolution and in Mexico.

ATHENS BOMB SENSATION.

ATHENS, April 27th.

Some sensation has been caused by the exploding of a bomb in the Bulgarian Legation.

The damage was not important.

INDUSTRIAL CENSORSHIP.

WASHINGTON, April 27th.

President Wilson has sent a letter to employers asking them to compile a list of industrial censors for war purposes.

ANOTHER RUSSIAN FORCE IN FRANCE.

MARSEILLES, April 26th.

Another Russian force has arrived here.

LORD HARDINGE, K.G.

LONDON, April 26th.

Lord Hardinge had an audience of the King at Windsor and was invested with the insignia of the Most Noble Order of the Garter.

[THROUGH REUTER'S AGENCY.]

GERMANY AND AMERICA.

POSSIBILITY OF AVOIDING RUPTURE DISCUSSED.

AMSTERDAM, April 26th.

Herr Behrman-Holweg, the German Imperial Chancellor, conferred with the American Ambassador and afterwards journeyed with the Chief of the Admiralty Staff to Headquarters.

The German papers are discussing the possibility of avoiding a rupture with the United States.

It is significant that *Der Tag*, which has flatly refused all President Wilson's demands without knowing them, now prints a "high official" warning against treating a rupture lightly, and urging that the German policy should be guided by what would be the greatest disappointment to the enemies.

GERMAN-AMERICANS' PANIC.

WASHINGTON, April 26th.

In a frantic endeavour to influence Congress German propagandists are showering Senators with telegrams protesting against action which would mean war. No fewer than 25,000 telegrams have already been received, and they are still pouring in. They are all in the same wording, and emanate exclusively from the German-American districts.

WASHINGTON, April 27th.

Officials of the State Department have warned the newspapers against excessive optimism in regard to the submarine crisis, as they fear the German concessions are inadequate.

LATER.

A general statement has been issued defining the attitude of the United States towards armed merchantmen of the belligerents. It is believed that the reply to the recent German Note sustains their right to defensive armament, but that merchantmen cruising the seas for the purpose of attacking enemy warships are not entitled to the hospitality of neutral ports.

BIG COPPER-FIELDS. DISCOVERY IN NORTH AUSTRALIA.

PORT DARWIN, April 26th.

A prospect report the discovery of big copper-fields in the Victoria River District.

TSAI NAI-HUANG. AN EARLY INCIDENT IN HIS CAREER.

A HANKOW PAPER WRITES OF TSAI NAI-HUANG.

When we read in the papers that the revolutionist in Canton had shot Tsoi Nai-huang we felt glad. For many years we had watched the career of that particular official with much interest wondering what his end would be. For of all the Chinese with whom we had ever come into contact he was the most odious. We only met him once. It was many years ago when the sunnirium of Kuli-gi, which this year attained its majority, was at its infancy. There was a question of extension of boundaries on the carpet and Tsoi Nai-huang, who was then a budding Taoist, had been told off by the Governor of Kiangsi to meet with the foreigners on the hill and arrange matters. It fell to the late manager of the Estate and the writer to deal with the matter. His history, as learned on that occasion, was that he had pursued the highly profitable calling of a pawnbroker. Rightly estimating the talents of his son, he came to the conclusion that the sphere in which the young man would be best able to accumulate a fortune was official life so he parted with the necessary weight of Tao to purchase him a Taoistship, and this Kuling business was one of his first chances at money making. He made no boasts about it, but gave us to understand that, in the vulgar language of the foreigner, he had not become a Taoist "for the sake of his health" so he wished to know, in the event of the scheme going through, "where he came in." He was told that the pensioners were a group of missionaries whose poverty was only exceeded by their honesty. While the Government would be duly paid any sums agreed upon, no provision had been made for a curia-bus-him. Thereupon he came to a sudden change of mind, and high principle prevented the disguised foreigners from forestalling the revolution by twisting his neck there and then. Of course the scheme did not go through that time.

The London *Gazette* takes that the Board of Trade has made orders under the Trading with the Enemy Amendment Act regarding the business of A. W. Faber, the well-known pencil manufacturer, to be wound up.

PEKING NOTICES.

[FROM OUR OWN CORRESPONDENT.]

PEKING, April 19th.

THE SITUATION.

He would be a bold prophet who would attempt to forecast the outcome of the present negotiations between the representatives of the Peking Government and of the Independents. On the one hand, it is freely asserted that the Southerners are so implacable in their hatred and distrust of Yuan Shih-kai that no compromise short of his retirement will be accepted by them; and, on the other hand, it is strongly affirmed that the retention of the President is an absolute condition of any agreement which has the essentials of practicability. Even the hopes of an early settlement based on the fact that the armistice has been extended and that the negotiations are still proceeding are dashed when it is announced (with what accuracy I cannot vouch at the moment) that the protracted nature of the discussions is due to the wrangling among the leaders as to which should have the honour of taking the place which Yuan Shih-kai is expected to resign. It might be argued in these circumstances that divergence of opinion would be fatal in view of the Northern unanimity on the subject of Yuan Shih-kai remaining in office, but then the question would be asked: Are you quite sure that the Northerners are so unanimous? The doubt raised by such a question is not removed when it is reported that Shantung has also declared independence. That brings the independence movement very close to Peking, and, naturally, it has a disturbing effect.

In a word, the situation is still as obscure as I remarked last week. New cabinets have been drafted on paper, telegrams have been exchanged between the Government and "independent" provinces. Legations are said to have expressed opinions or asked questions; but still the prospective settlement has not assumed any form yet, and doubt and uncertainty continue to harass most people in the capital. Officials, when interviewed, state that affairs are proceeding satisfactorily, and then we find them making inquiries regarding an asylum in the event of trouble. This certainly takes away from the effect of their brave words.

LEGATION SQUABBLES.

The Legation District is hardly entitled any longer to the appellation of the Diplomatic Quarter, for there is as pretty a quarrel in progress here as was ever reported from the capital in the "good old days." It is a long story, but I shall try to put it in a few sentences. Owing to a certain customer having his supply cut off by the Peking Electric Light Company (Legation), support was given to the Peking Chinese Electric Light and Power Company, now taken over by the Banque Industrielle, in its efforts to supply the Legation area from which it had hitherto been excluded. International issues were then raised. Objection was taken to the Peking Electric Light Company on the ground that it was a German concern. I am informed, however, that in spite of the fact that Arnold, Karberg & Co. are the general managers, the bulk of the capital is British. The one near, too, is British. The next aspect of the dispute is that certain of the allied representatives insist upon the dismissal of the German chief of police, to which the British secretary of the Municipal Committee should be dispensed with. A matter of fact, the representatives of the various bodies on the Municipal Committee are so disgusted with the introduction of "nationalism" that they are, I am told, considering the propriety of resigning. The story does not round to the credit of either of the parties concerned.

FINANCIAL.

The optimism regarding finances which was felt last week is somewhat tempered now. The American loan has not been completed, negotiations having been dropped after it was learned that Kwangtung had declared independence, though not before the two million dollars had been handed over to the Chinese Government. I hear, also, that the Quintuple Banks have been instructed not to release any further supplies of Sank Revenue held by them until further notice, and when it is seen that official salaries are being partly paid as before, in London for this year's domestic loan it will be understood that the outlook is not too bright.

AMATEUR THEATRICALS.

The performance given in the British Legation Theatre last Thursday and Saturday in aid of the Blind Soldiers and Sailors' Fund was exceptionally brilliant. The local Theatrians attracted their friends by their histrionic ability. The scene from David Copperfield, "Micawber's supper with David," was cleverly portrayed. The costumes were strictly correct, and the interpretation of the various personages was very ingenious. Mr. Baugy as "Micawber" made the performance the great success that it was. Mrs. Hankin supported him admirably as "Mrs. Micawber." In the playlet "A Fowl Play," Mr. Sandercock, another former Hongkonger, took the chief part, and acquitted himself with distinction. Selections from operas provided agreeable variety.

WOMEN SOLDIERS.

AT THE FRONT WITH THE RUSSIAN ARMY.

[FROM THE SPECIAL CORRESPONDENT OF THE "DAILY TELEGRAPH"]

It happened near Novosilky. I perceive a soldier, who, after having looked at me quite the ranks and slipped ahead, in front of the others. This action alone is enough to attract my attention, and I see with surprise that the soldier has hair falling over his shoulders and the eyes of a woman. When I question my companions they reply:

"Yes, it is a woman. Have you never heard of this Vera—a good and brave soldier, who has been decorated?"

AGAINST THE RULES.

I express my astonishment, and my companions continue:

Certainly there is a rule against women entering the ranks, but the authorities shut their eyes to a few exceptions, which they seem to think are quite innocent. At the beginning of the war some women managed to get on the register under men's names. There were at first some who wanted to follow a husband, fiancé, or father. And as their conduct left nothing to be desired—you will understand that the least weakness would easily have been discovered—there seemed to be no reason for refusing to the wife or sweetheart of a deserving soldier the sweet comfort of a companion-ship which did no injury to the service. There was no need for special measures for removing these elements if they proved to be harmful to discipline; only to apply the rule which had been provisionally ignored. On the other hand the women who are inspired only by martial idealism and patriotic sentiments are rare. Vera is one of them.

She is strongly built, has a high colour, and large eyes that betray no timidity or coquetry. She wears precisely the same uniform as her comrades, with whom she shares all the difficulties of the campaign. She has been wounded, and so the authorities became cognizant of her sex. The soldiers had taken the greatest pains to conceal the fact from their officers.

In spite of the smiles or frowns to which the above recital may have given rise, I am convinced that the presence of the woman of whom I have just spoken in a Russian regiment on active service merits neither the irony, the astonishment, nor the alarm of the moralists or the blasé.

ANOTHER CASE.

I had an opportunity of studying a similar case in one of the regiments serving in Galicia. An officer informed me that the man had concealed the sex of one of their comrades from the authorities. The officer himself had discovered the truth accidentally. He wished to take the soldier as his orderly on account of "his" good conduct and youth, and had summoned "him" to his quarters. He was struck by the face and the eyes; he asked questions, and the girl began by denying, but on being pressed, she burst into tears, and confessed. She had been enrolled in the month of May under a masculine name, that of Tanja Kaborine. She was 20 years of age, and by long cloak helped to conceal her juvenile figure. If her companions suspected anything they hid their suspicions from each other, and thus she shared all the difficulties of the service and all the dangers of battle with the others. For she is brave, and feels happy in this terrible life and would not change it with her companions who have remained at home. And have not the latter the same traditions and the same example before their eyes?

In identical circumstances and the same disguise Tanja's mother joined a Russian regiment in the war against Turkey in 1877. She fought like the other soldiers, and if she is still living her Amazon's spirit must be deeply moved by the bravery of her daughter. Tanja herself has just been proposed for the cross and medal of St. George. The conduct of this girl is irreproachable. She has a pleasing appearance, a round face, shining with health, and looks well in her cloak. She has preferences for nobody, and the men, protecting her by common accord, respect towards her as father and mother, with touching solicitude.

AMOUR OF INNOCENCE.

This little Jeanne d'Arc talks and laughs like a child, but at the same time she has a charming seriousness and a very strict sense of her personal worth. These qualities protect her like an invisible armour. I am sure that the soldier who dared touch little Tanja would be condignly punished by the whole regiment; one does not desert an altar or a flag with impunity. And I am also assured that the young heroine's companions, if they are not accustomed to using a romantic or mystical vocabulary, are animated by very generous sentiments towards their little protégée.

In conclusion, I may recall a fact which, even more than those which I have just mentioned, deserves a comparison with the Virgin of Domremy. A Russian sister of charity, Mlle. Ivanoff, finding herself close to a company which had lost all its officers, placed herself at its head and captured a hostile trench before which the troops were hesitating. Mortally wounded, she was, by Imperial command, decorated with the Cross of St. George in enamel—a distinction to which only officers are entitled.

RUSSO-JAPANESE TREATY.

I am credibly informed that the report that an Agreement has been concluded between Russia and Japan concerning China is untrue. Negotiations are proceeding between the representatives of the two countries, and the fact that M. Krupenski, the late Minister to China and Ambassador to Japan, will be present in Peking during these conversations is not without interest at the moment.

PEKING CHORAL SOCIETY.

Those who heard the rendering of the "Messiah" by the new organization Peking Choral Society last Friday night in the Y.M.C.A. felt proud that this foreign community have could produce a combination able to undertake such a formidable work. Of course, the critic could find something to say if they wished, but the faults were no doubt apparent to those interested and with suggest the direction in which greater effort should be made in future. The soloists did remarkably well, and the orchestra certainly came up to expectations, while the choir gave a very good account of itself.



Don't be the "Skeleton at the Feast." Let Sargol make you Plump and Popular.

HOW THIN PEOPLE CAN PUT ON FLESH.

A New Discovery.

Thin men and women—that big, hearty, filling dinner you ate last night. What became of all the fat-producing nourishment it contained? You haven't gained in weight one ounce. That food passed from your body like unburned coal, through an open grate. The material was there, but your food doesn't work and stick, and the plain truth is you hardly get enough nourishment from your meals to pay for the cost of cooking. This is true of thin folks the world over. Your nutritive organs, your functions of assimilation, are sadly out of gear and need reconstruction.

Cut out the foolish foods and funny sawdust diets. On it the flesh cream rub-ons. Cut out everything but the meals you are eating now and eat with every one of those two Sargol tablets. In two weeks note the difference. Five to eight good solid pounds of healthy, "stay there" fat should be the net result. Sargol charges your weak, stagnant blood corpuscles—gives the blood the carrying power to deliver every ounce of fat-making material in your food to every part of your body. Sargol, too, mixes with your food and prepares it for the blood in easily assimilated form. Thin people gain all the way from 10 to 25 pounds a month while taking Sargol, and the new flesh stays put. Sargol tablets are a scientific combination of six of the best flesh-producing elements known to chemistry. They come 40 tablets to a package, are pleasant, harmless and inexpensive, and A. S. Watson & Co., Victoria Dispensary, The Pharmacy, Queen's Dispensary, The Edward Dispensary, and all other first-class Chemists in Hongkong have it in stock.

"Don't Worry—Take Sargol."

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The Extraordinary of the Law

NAPIER JOHNSTONE'S
"SQUARE BOTTLE"
WHISKY.
UNVARIED FOR OVER
150 YEARS.
THE SAME TO-DAY AS IN
1745.
BEWARE OF
IMITATIONS.
SOLE AGENTS IN HONGKONG:
LANE, CRAWFORD & CO.,
and from ALL WINE MERCHANTS.

MONTERRAT
LIME JUICE

THE BEST DRINK
IN HOT WEATHER.
Large supplies have lately
arrived from London.
OF ALL STOREKEEPERS.

CHAPOTEAU'S
MORRHUOL

Superior to Emulsions or Cod
Liver oil.
Each tiny Morrhual capsule re-
presents the medicinal value of a
teaspoonful of oil.
Recommended at the Paris Acad-
emy of Medicine for loss of
appetite and flesh, to patients with
consumptive tendencies.
Sold in bottles of 100 Capsules.
Sold by all Chemists.

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NO MORE HEADACHES.
Headaches, intermittent pains, sharp
shooting spasms, or steady, dull aches,
over the eyes, in the back of the head,
at the base of the brain or in the temples,
quickly succumb to the soothing influence
of
LITTLE'S ORIENTAL BALM
Every minute you suffer from a head-
ache is lost from your life of usefulness
or enjoyment—a most unnecessary waste
since all kinds of headaches and
neuralgia, all external aches and pains
can be quickly relieved and finally cured
by simply rubbing in a little of this
great external remedy. It's sure—it's
quick. Ask any one who has tried it.
Sold at 1s. 4d. per bottle.
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[578-6]

WEATHER REPORT.

On the 22nd at 10.45 a.m.—Pressure has
increased considerably over N. Japan, and
slightly along the north-east coast of China,
and over Formosa. It has decreased slightly
over Indo-China.

Moderate monsoon may be expected along
the east coast of China.

Heavy rain for the 24 hours ending at
10 a.m. to-day, 6.00 inches.

The forecast for the 24 hours ending at noon
to-day is as follows—

Direction	Force
From the East	Light to moderate
From the South	Light to moderate
From the West	Light to moderate
From the North	Light to moderate

CHINA COAST METEOROLOGICAL REGISTER.

27th April, A.M.

Station	Barometer	Sea Level	Temperature	Humidity	Wind	Force	Direction
Shanghai	30.1	30.1	68	75	W	2	W
Amoy	30.1	30.1	68	75	W	2	W
Swatow	30.1	30.1	68	75	W	2	W
Hankow	30.1	30.1	68	75	W	2	W
Yokohama	30.1	30.1	68	75	W	2	W
Kobe	30.1	30.1	68	75	W	2	W
Manila	30.1	30.1	68	75	W	2	W
Cebu	30.1	30.1	68	75	W	2	W
Colon	30.1	30.1	68	75	W	2	W
San Francisco	30.1	30.1	68	75	W	2	W
London	30.1	30.1	68	75	W	2	W
Paris	30.1	30.1	68	75	W	2	W
Bombay	30.1	30.1	68	75	W	2	W
Calcutta	30.1	30.1	68	75	W	2	W
Rangoon	30.1	30.1	68	75	W	2	W
Singapore	30.1	30.1	68	75	W	2	W
Batavia	30.1	30.1	68	75	W	2	W
Sourabaya	30.1	30.1	68	75	W	2	W
Medan	30.1	30.1	68	75	W	2	W
Penang	30.1	30.1	68	75	W	2	W
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ARMED CAR RAID IN EGYPT.

A VERY DASHING AFFAIR.

The Secretary of the War Office issues the following account of the brilliant part played by our armed motor-cars in the pursuit of the enemy after the capture of the Western Egyptian frontier post of Sollum on March 14th.

Reports have been received from officers who have returned from Sollum which show that the armed cars' action on March 14th under the Duke of Westminster was a very dashing affair. Aeroplanes reconnaissance discovered early in the morning that the camp at Birwar was empty. Orders were at once given to push forward in pursuit "with reasonable boldness."

The going was hard for the first eight miles. After that, however, the cars then struck the Desert Road and the pace was increased, reaching nearly 40 miles an hour. The cars passed some hundreds of Beduin flying westward, many of them being armed, but no notice was taken of them. The main camp was seen about a mile south of the road 25 miles west of Sollum. Direction was immediately changed, and all but two of the cars advanced in line. These latter went about 10 miles farther along the road before turning south, acting on a preconcerted plan.

As the cars approached one gun and two machine-guns came into action. These were snatched by the enemy, but the whole gun teams were shot down while the cars were 400 yards away. The cars then dashed into the camp. The hostile forces scattered in every direction, and the pursuit was carried on. After about 10 miles there was danger of the petrol supply giving out. It was found when the cars were again concentrated that all the enemy's artillery had fallen into our hands. This amounted to three guns and nine machine-guns with 24 spare barrels, and some 40 revolvers and a large quantity of ammunition. Ninety-one prisoners, who formed part of shipwrecked crews who had landed on the Cyrenaica coast and had been seized by the Senussi, were released.

Our force consisted of eight officers and 32 other ranks, casualties being one officer slightly wounded. The enemy's casualties have been already reported as 50 killed.

A very skillful little campaign has thus been brought to a successful conclusion by this action. In three weeks General Peckham's force has captured the hostile camp, and killed or captured quite 50 per cent. of the Turkish subordinate commanders, has driven the scattered remnants of his force far beyond the Egyptian border, and has taken all his artillery and machine-guns. During the operation the force has advanced 160 miles.

The work of the infantry was rendered extremely arduous by lack of water, but all difficulties were met and overcome with splendid dexterity.

The previous report of Nur's death has proved to be untrue. He was seen appearing from the field of action on March 14th.

Nuri Bey, brother of Enver Pasha, was reported to have been killed, when in command of the enemy in the fight on February 27th at a point 15 miles south-east of Barani.

The 91 prisoners mentioned as having been released are, says Reuters' Cairo correspondent, the survivors from the *Tam* and the *Moona*, who since November last have been prisoners of the Senussi; three or four days' camel journey westward of Sollum. His Majesty's armed boarding steamer *Tam*, Captain Rupert Gweth Williams, was attacked by two enemy submarines in the Bay of Sollum on November 15th. Thirty-four of the crew were at first reported missing, but this number was afterwards reduced to 10. The *Tam* was formerly the London and North-Western passenger steamer *Hibernia*, a plyer between Dublin and Holyhead. The *Moona*, of 1,000 tons, was reported sunk on November 11th last. She was formerly the German steamer *Thuringen*, of Bremen, and had been requisitioned by the Australian Government.

WHAT POLICEWOMEN ARE DOING.

OFFICIALLY EMPLOYED IN THREE ENGLISH TOWNS.

Some account of the work of the Women Police Force was given recently in an interview with a representative of the *Daily News*.

"Our aim," she said, "is to get women police established in every town on a professional basis, working for salaries like men. With that object we have started a training college, maintained entirely by voluntary contributions, in which the eight weeks' course includes drill, first aid, practical instruction in police duties, the study of special Acts relating to women and children, and the procedure and rules of evidence in police courts."

"In Hull, Grantham, and Folkestone women police are paid from the rates, and are under the direct control of the Chief Constable. The salaries vary from 20s. to two guineas. In other towns, like Wimbledon and Richmond, policemen are paid by local ladies' committees. In London about thirty voluntary workers are engaged at railway stations, outside public houses, in patrolling the streets, and in one of the two parks where you have permission to place them."

The work in London is very different from that in the provinces, because where we have an official recognition we cannot have the same free hand. Moreover, we have not the extra experience of a Chief Constable directing us in London as we have in the provinces."

"Sir Edward Henry has expressed the opinion that we have to prove ourselves both useful and necessary, and he considers that we are doing it. There is no doubt that policewomen have been able to bring their presence in uniform to exercise a beneficial and quieting influence among the inhabitants of certain notoriously lawless districts. They have made these districts safer for the ordinary passer-by, and have never been in any way themselves excited."

"A SQUIRE'S DAUGHTER."

AN ENGLISH WOMAN'S CONDUCT.

ASTONISHING STORY IN HOUSE OF COMMONS.

OF COMMONS.

The House of Commons last month was much disturbed over the experiences of a young English lady—the daughter of an English squire, and of "pure English blood." Torn from her home, thrust into a vile goal, subjected for two days to a most searching inquisition, and still lying in duress. Oh! it was a moving tale, and Mr. C. P. Trevelyan told it with skill.

The member for Elland is not a popular member in the House, just now—for his views on the war are thoroughly detested—but he described with such pathos the treatment of this English squire's daughter that Dr. Lynch impulsively started to his feet and asked whether it was the Russian Government which was responsible for this shocking tyranny. And Mr. Trevelyan had to hang his head and say that these dark deeds had taken place, not in Russia, but in England—the home of Magna Charta, the birthplace of the Habeas Corpus Act, etc. "Sorrowfully," he hung his head, "England and only his passion for liberty overcame his natural repugnance to tell such a dark story of her shame, which had taken place by administrative error, under the Defence of the Realm Act (Regulation 14)."

Briefly, it was this. Last September a certain English squire, returning from his partidge-shooting—these counties were the squire's own—came home to find that his house had been invaded in his absence by the police who had forcibly carried off his daughter, after ransacking her rooms and impounding all her private papers. Members were asked to sympathize with the feelings of the outraged father, who for a whole fortnight was unable to discover whether his daughter had been taken. Then at last he found that she had been thrown into goal, after being subjected to a prolonged cross-examination, without a trial to help her or a lawyer to stand up in her behalf. And, apparently, she still remains under lock and key, denied all process of law and the opportunity of establishing her innocence.

As Mr. Trevelyan told the story even unimpressionable members turned to one another in surprise, asking how these things could come to pass in the home of the free, and with a Liberal Home Secretary in office. What madness could have seized him? Not even the exigencies of war could justify the infliction of such unmerited distress and the sorrow brought on the partidge-shooting squire.

THE REAL STORY.

But one story is only good until another is told, and the other side was told by Sir F. E. Smith. The Attorney-General spoke on behalf of the Home Secretary, and presented his facts so differently that the points of agreement in the two stories seemed to be that the young lady was an English lady and that she had been forcibly carried off. It turned out, indeed, that Mr. Trevelyan had omitted, and did not challenge, the suggestion that she had purposely omitted such a careful consideration, as the following:

That the young lady was an intimate friend of a person who had had to flee the country.

That this man had been associated with plots of assassination, and was charged with violence and dangerous offences.

That he went to Paris, and since the war has been busy visiting neutral countries.

That the lady last year went to Switzerland to meet him and stayed in the same hotel for several days.

That he told her that he was an agent of the German Foreign Office, and had no office in Britain.

That she came back to England, bringing a message from this man to one of the most dangerous German agents in England.

That the papers seized in her possession were of a seditious and revolutionary character.

These facts, said the Attorney-General, had been admitted by the lady when under examination by the Advisory Committee of the Home Office, of which General Forster was the most eloquent of members.

AN ARTISTIC PERFORMANCE.

Sir F. E. Smith set forth his narrative with incomparable skill. If he had been exposing a rogue's trumped-up tale in the law courts he could not have performed his part with better gusto. With an artistic natural pride in good work, he quietly exposed Mr. C. P. Trevelyan before his brother members. It was not one rough He did not impute motives to the noble member. But he did confute to some surprise.

And it really wasn't quite the game. Mr. Trevelyan is not an honest-looking man, members of his family, but he was to pass some little respect, however superficial, to accuracy. As Trevelyan's whole story, as he had presented it, was destroyed. All his supporters, as hunkies, all his patrons, false to his own purpose. Mr. Trevelyan had not scrupled to bring to light a most painful family tragedy, which but for his good never have been exposed. And all in score a purely monetary policy against the Government, for he must have known that whatever Minister answered him the truth had only to be fully told to cover him with confusion.

Mr. Lloyd's Williams, instanced a strange case of a Cardiff acquaintance of his, who had been benighted from Cardiff since June last by administrative order, and had been refused any opportunity of establishing his innocence of the charge levelled against him. Sir F. E. Smith said that he knew nothing of the circumstances, but promised to give the matter his personal attention, and assured the House that he was always accessible to any member who thought that any injustice had been committed.

THINGS WE HAVE DONE WELL.

I.—TRIUMPH OF RAILWAY CONTROL.

CONTROL.

When the authentic history of the great war comes to be written no chapters in it will afford more satisfaction than those which deal with the work of the British railways. Few parts of the war machine have escaped bitter criticism from domestic detractors of the railways, which constitute a far bigger part of that machine than most people imagine, and can it be said that no one has uttered a word of disapprobation. Complaints there have been, no doubt, whether well or ill-founded, concerning the failure of the railways to carry passengers and freight with the punctuality and dispatch to which long we have accustomed us. But they are made only by detached critics who have not yet realized that military necessity must override all private concerns.

When, on the outbreak of war, possession was taken by the Government of the railways of Great Britain it was happily possible to agree upon terms of compensation, without recourse to the expensive and difficult process of arbitration for which the Regulation of Forces Act provides. The agreement was based on the consideration that it was necessary to work the railways as a single concern, thereby avoiding any possible conflict of interest, and saving complicated financial adjustments between one company and another.

A SIMPLIFYING SYSTEM.

Lines which are of special importance from the military point of view, and consequently carry a large amount of Government traffic, have consented to give up the profits which they would otherwise have earned in order to ensure that the whole railway system may be worked in the simplest and most efficient way. From the standpoint of the State the financial effect of agreement to bring up the net receipts of all the controlled railways to the level of 1913 was necessarily somewhat uncertain, but it may be said on the highest authority that neither party to the arrangement has so far seen reason to repent of it.

Difficult questions have naturally arisen in the details of the agreement, but they have always been handled in a reasonable spirit. Throughout the companies have acted together in complete harmony. In this they have been matched by the railwaymen. From the beginning the latter have shown a fine public spirit, and carried out the greatly increased duties on depleted staffs without a murmur. To this excellent understanding the war, begun now 18 months ago, has contributed. It was arranged between the companies and the unions with the concurrence of the Government with the least possible friction.

In enquiring the service of our railways during the war those rendered directly to the State are naturally of prime importance. The transport of the original Expeditionary Force well within scheduled times—a triumph of wit of work which as soon as it was known of old universal admiration—is an old story now. A long over since that the railways have been doing the same thing on a much bigger scale. Up to the end of January this year the South-Western Company alone (and this though the two most concerned in the matter are not the only ones) had run 15,000 troop trains over its system, merely for the transport of troops on their way overseas.

This figure, of course, takes no account of the enormous number of special trains arranged at short notice in connection with the mobilization and subsequently for the conveyance of troops, horses, and stores to and from various parts of the country.

In the prompt adaptation of railways to national control, surrender of their docks, big boats, and steamers was by no means the whole of the account. Attention was carried out at numerous stations for the better handling of troops and traffic; public buildings were built, hospital ships were improved, and when the call was made upon the engineering workshops of the country for adaptation to the national needs, the works which had hitherto been devoted to the private purposes of railways began with one consent to make munitions of war.

In their services to our soldiers, as distinct from the State, the railways have played a philanthropic part. Much beyond the letter of the law has been done for the comfort of troops in transit, while the establishment of free canteens and rest rooms at many of the important stations are memories to extra-official care for the men who are fighting our battles. The transport of the wounded to hospitals and convalescent homes in all parts of Great Britain has been an ever growing duty admirably carried out. And to the service thus rendered to men broken in the war may be added the free travel granted to the relatives of wounded soldiers.

RAILWAYMEN AT THE FRONT.

As a matter of course the ordinary travelling public and traders had to take second place when the railways were mobilised for war. But though they came off second best their position was by no means bad. The companies did their best to minimise inconvenience. Though the main-line services had to be reduced they have been maintained quite adequately, and, except on certain routes, there has been very little disturbance of suburban traffic. With regard to freight, it was obvious from the first that restriction must be placed on the conveyance of certain goods, but even in these circumstances special care has been given to perishable articles, and failure in this respect is practically unknown.

Though railway employment is essential to a "starred" trade the number of men who have joined the colours compares favourably with any other calling. Nearly

SIR ERNEST SHACKLETON.

NEWS OF THE EXPEDITION.

Reuters' Agency says that a telegram received recently from Buenos Ayres states that the *Endurance*, which left there on October 26th, 1914, with Sir Ernest Shackleton and the members of his Trans-Antarctic Expedition for the South, is expected daily to return to the Argentine port. She will bring the first news of the landing of the party on the shores of the Weddell Sea, and of the start of the great march of 1,700 miles across the South Polar Continent. In the event of the explorer being unable to carry out his programme and force his way over the unexplored region of the Pole the *Endurance* will in all probability bring them back to civilization in South America.

The *Endurance* left South Georgia—a sort of halfway house between Buenos Ayres and the Antarctic Continent—in December, 1914, since which date nothing has been heard of the expedition. Reuters' Agency is enabled by the courtesy of those who have received by whaler Sir Ernest Shackleton's latest messages to reproduce some extracts from his diary of the voyage to the Antarctic. A striking and pathetic passage is that from a letter in which the explorer, who, instead of turning in, elected to remain up all night, wrote:

"As I stood to-night and looked over the calm sea and upwards to the great stars blazing in the velvet sky, my mind flew forward to the unknown ways of the lonely trails as yet awaiting the feet of men, and I wondered how our little party would work and fare in the long days to come. The fight will be good. The cross-country party will have their depots laid out and be ready to start about November 15th, 1915, and they ought to cross in four months, and be met on the other side. So far for my hopes. What God may arrange I cannot say."

THE OUTWARD VOYAGE.

Sir Ernest has given a graphic account of his voyage to South Georgia, and of his arrival there:

It is strange to realize (he says) that a sub-Antarctic island should have a population in the summer of over 2,000 souls, and that at every station the manager's hotel is complete with every comfort. There are electric lights everywhere, even the pigsties and henhouses are lit with electricity.

Pigs are the principal domestic animals on the island, though there are sheep, goats, reindeer, two ponies, cattle, a bull, ducks, hens, and a monkey. The island also has a magnificent bay which may be seen sculling his official boat towards the incoming steamers. The magistrate is reputed the best billiard player in South Georgia, and at every station there is a billiard table. There are only about twenty Britons on the island, though it belongs to Great Britain; all the rest are Norwegians, except for a stray individual from some other nation.

The explorer's letters state that at South Georgia he heard from the whalers that it was a very bad ice season, and that the pack had not broken up. He therefore gave up all idea of crossing the Continent that year, and settled on wintering in the Weddell Sea. After leaving South Georgia, Sir Ernest hoped to gain 77° 30' north latitude before the ship was frozen in. The *Endurance* had a wireless plant on board, so that it is possible that the expedition may have obtained news of the progress of the war, but whether this worked satisfactorily it is impossible to say.

Sir Ernest's plans, as finally arranged, contemplated that the *Endurance*, after her thirteen months in the Weddell Sea, would take off the remainder of the shore party (himself and his five companions) having in the meantime crossed the Pole to their rest on the Ross Sea, about the beginning of the month. The ship was then to proceed to South Georgia to complete the scientific work which was begun during the month the party spent there at the end of 1914 on the outward voyage. To the expedition on the island was most valuable because the dogs—on whom the expedition relied so much—could be exercised and fed on fresh meat.

STOWAWAY FOUND.

On the voyage to South Georgia Sir Ernest narrates an incident, probably unique in South Polar exploration. On the afternoon of the second day on a stowaway was discovered in a little tank locker—the only part of the ship that was not examined with a search. He was a healthy young sailor, and when he was brought before Sir Ernest Shackleton he said that he had concealed himself because it was his only chance of joining the expedition. Sir Ernest made him cook's help, and he is probably still with the expedition. Shackleton in his last message gave some indication to those who were to be finally accompanied by him across the frozen continent. He said:

The party who, I think, will cross the continent, with me, are Wild, Orcutt, Mackin, Hurley, and Godley. They are all hearty, energetic, and fit and capable of looking after the dogs; they, indeed, spend their whole time with the dogs, and the latter know them and are amenable to them. All but Mackin, who is surgeon, have done a lot of sledging. Mackin is a splendid, strong fellow, and a good companion. Hurley is a great worker, and I think it will be a good stroke to take him, for he has a splendid camera that is right for 1,000 ft. of film, and never has moving pictures been taken on a polar journey.

150,000 are serving with the military forces of the Empire. The formation of a corps of railwaymen to supervise the dispatch of parcels to soldiers is another of the many ways in which this great organization is rendering service to the State. The great achievement of our railways for the prevention of the war has been rendered possible by the devoted service of the executive committee, which, acting under the supreme authority of the Board of Trade, includes nearly all of the managers of the great companies. No stronger body of railway export could have been brought together, and with Sir Herbert Walker, of the London and South-Western Railway, as chairman, the committee sits day by day, and often in emergency, at night, to deal as they arise, with the great problems which confront them.—*Chronicle*.

JAVA-CHINA JAPAN LIJN

REGULAR FORTNIGHTLY SERVICE BETWEEN

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STAMPA	FROM	EXPEDITION ON OR ABOUT	WILL LEAVE ON OR ABOUT	PORT
TJITROEM	PATAVIA & SAIGON	1st May	11th May	SHANGHAI
TJILATJAP	IOBE	14th May	16th May	BATAVIA

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The Steamers are all fitted throughout with Electric Light and have accommodation for a limited number of Saloon Passengers. All steamers carry a fully qualified surgeon. Cargo taken at through rates to all ports in Netherlands India and Australia.
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S.S. "TJISONDARI"	...	...	...	11th June
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Cargo taken at through Bills of Lading to all Overseas Ports in the United States of America and Canada.
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[23]

THOS. COOK & SON.

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Cook's "FAR EASTERN TRAVELLER'S GAZETTE" containing Sailings and

Fares from the Far East to all parts of the World, will be forwarded free on application.

CHIEF OFFICE—LUDGATE CIRCUS, LONDON, E.C.

Hongkong, 19th April, 1916.

FORTHCOMING EVENTS.

Tuesday, 2nd May—

10 a.m.—Auction of Old Surplus Naval and

Vintaging Stores at R.M. Naval Yard,

Hongkong, and Kowloon Depot, by Messrs.

Hughes & Hough.

Wednesday, 3rd May—

10 a.m.—Auction of Old Surplus Naval and

Vintaging Stores at R.M. Naval Yard,

Hongkong, and Kowloon Depot, by Messrs.

Hughes & Hough.

Noon—Canton Insurance Office, Ltd., Meet-

ing of Shareholders.

12.15 p.m.—Canton Insurance Office, Ltd.,

Extraordinary General Meeting.

Thursday, 4th May—

8 p.m.—Auction of Valuable Leasehold Pro-

perties at his Auction Rooms, by Mr. Geo.

P. Macartney.

Friday, 5th May—

Noon—China Traders Insurance Co., Ltd.,

Extraordinary General Meeting.

HONGKONG TIDE TABLE

From 23rd April 4th May 1916.

High Water. Low Water.

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SHIPPING.

ARRIVALS.

CHENAN, British str., 1,385, K. E. Tubbren, 26th April—Shanghai.
 BUTTERFIELD & SWIRE, 27th April—Wakamatsu 21st April, Coal—Mitsui Bussan Kaisha.
 DRUPAR, Norwegian str., 1,095, O. Anderson, 26th April—Bangkok 16th April, Rice—Order.
 DAIYA MARU, Japanese str., 1,735, Goto, 27th April—Wakamatsu 21st April, Coal—Mitsui Bussan Kaisha.
 HANAMET, American str., 2,983, Anderson, 27th April—Saigon 23rd April, Rice—Order.
 KANCHOW, British str., 1,222, Roes, Lewis, 26th April—Bangkok 15th April, Rice—Butterfield & Swire.
 NANKIN, British str., 1,000, G. Manley, 27th April—Bombay 8th April, General—P. & O. S. N. Co.
 TAIKIN, Dutch str., 2,441, W. H. Lap, 26th April—Amoy 25th April, General—Java-China-Japan Line.
 YERIMO MARU, Japanese str., 2,934, Fusing, 27th April—Mojji 26th April, Coal—Osaka Shosen Kaisha.
 YUNOSKIN, Chinese str., 990, Y. Jones, 26th April—Amoy 25th April.

CLEARANCES.

IN THE HARBOUR MASTER'S OFFICE, April 27th.
 KAIPING, British str., for Singapore.
 NANKIN, British str., for Shanghai.
 PHUMPHUN, British str., for Saigon.
 SUNGKIANG, British str., for Haiphong.

DEPARTURES.

CHENAN, British str., for Canton.
 FUKU-MARU, Jap. str., for Moji.
 HAIYANG, British str., for Hoihow.
 HOKUTO MARU, Jap. str., for Moji.
 HONGKONG, British str., for Canton.
 ISHANG, British str., for Shanghai.
 PHUMPHUN, British str., for Shanghai.
 SHUNN, British str., for Saigon.
 SHANTUNG, British str., for Shanghai.
 SOSHU MARU, Jap. str., for Swatow.
 SUWITRO MARU, Jap. str., for Keelung.
 TAIHUN, British str., for Shanghai.
 TONGKING, Chinese str., for Haiphong.
 TUNGSHING, British str., for Saigon.
 VARG, Norwegian str., for Singapore.

PASSENGERS.

ARRIVED.

Kanchow, from Bangkok, for Hongkong, Mr. W. T. Toger.
 Per Chenan, from Shanghai, for Hongkong, Messrs. Brown, Grey, and Rev. Mollat.

VESSELS EXPECTED.

ROYAL MAIL S. S. CO.
 Courmarchant, from England, is due in Hongkong end of May.

LATEST STEAMER MOVEMENT.

CANADIAN MAILS.
 The steamer Empress of Russia left Vancouver on Thursday, the 20th instant, p.m., and is due to arrive Yokohama on Tuesday, the 2nd May.

HONGKONG—NEW YORK



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S.S. "NETHERBY HALL," On 29th April.
 For Freight and further particulars, apply to—
 SHEWAN, TOMES & Co.,
 General Agents.
 Hongkong, 5th April, 1916. [473]

CANADIAN PACIFIC OCEAN SERVICES LTD.

(PACIFIC SERVICE).
 THE Steamship
 "MONTEAGLE"
 will be despatched from Hongkong at Noon on

SATURDAY,
 29TH APRIL.

for VANCOUVER via Usual Ports of Call.
 Passengers and Baggage must be on Board not later than 10 o'clock Morning of Sailing.
 For Fares, Rates, Freight, etc., please apply to—
 J. H. WALLACE,
 General Agent.
 Hongkong, 21st April, 1916. [604]

GLEN LINE (McGREGOR, GOW & Co.), LIMITED.

For GENOA AND LONDON

THE Steamship
 "GLENIEFER."
 Captain J. McGregor, will be despatched from the above port about Middle of May, 1916.
 For freight, passage and further information apply to—
 SHEWAN, TOMES & Co.,
 Agents.
 Hongkong, 11th March, 1916. [404]

To ascertain the anchorage of any Vessel, the Harbour has been divided into Four Sections commencing from Green Island. Vessels anchoring nearest Kowloon are marked "1," nearest Hongkong "2," midway between Hongkong and Kowloon "3," and those vessels berthed at the Kowloon Wharf "4," together with the number denoting the section.

SECTIONS.

1. From Green Island to the Harbour Master's Pier.	2. From Harbour Master's Pier to Black Pier.	3. From Black Pier to Naval Yard.	4. From Naval Yard to West Point.
DESTINATION	VESSEL'S NAME	FLAG & REG.	PORT OF ORIGIN
LONDON VIA USUAL PORTS OF CALL	NAMUR	Brit. str.	On 5th May, at Noon.
LONDON VIA SINGAPORE, MALACCA, PENANG, & COLOMBO	HIKANO MARU	Jap. str.	On 7th May, at Noon.
LONDON & BOMBAY VIA USUAL PORTS OF CALL	NANKIN	Brit. str.	On 15th May, at Noon.
GENOA & LONDON	CITY OF LINCOLN	Brit. str.	On 15th May, at Noon.
MASSILLON VIA PORTS...	MERIONETHSHIRE	Brit. str.	On 15th May, at Noon.
VICTORIA & TACOMA VIA MANILA, &c.	FORBES	Brit. str.	On 15th May, at Noon.
VICTORIA, B.C., & SEATTLE VIA KANAGAWA, &c.	KANAGAWA MARU	Jap. str.	On 15th May, at Noon.
WAKAMATSU, FUKUOKA & OCHIKI PORTS VIA JAPAN	SEIKO MARU	Jap. str.	On 15th May, at Noon.
BOSTON & NEW YORK VIA SUEZ CANAL	NETHERBY HALL	Brit. str.	On 15th May, at Noon.
-AN FRANCISCO VIA SHANGHAI & JAPAN, &c.	TENTO MARU	Jap. str.	On 15th May, at Noon.
SAN FRANCISCO VIA NAGASAKI...	ARAKAN	Dut. str.	On 15th May, at Noon.
SAN FRANCISCO VIA MANILA, JAPAN, &c.	NIPOON MARU	Jap. str.	On 15th May, at Noon.
SAN FRANCISCO	FLORIDIAN	Am. str.	On 15th May, at Noon.
SAN FRANCISCO VIA SHANGHAI, NAGASAKI & HONOLULU	CHINA	Am. str.	On 15th May, at Noon.
VANCOUVER VIA SHANGHAI, JAPAN, &c.	MONTEAGLE	Brit. str.	On 15th May, at Noon.
AUSTRALIAN PORTS VIA TIMOR...	EMPEROR OF RUSSIA	Brit. str.	On 15th May, at Noon.
AUSTRALIAN PORTS VIA MANILA	TAITUAN	Brit. str.	On 15th May, at Noon.
AUSTRALIAN PORTS VIA MANILA	AIKI MARU	Jap. str.	On 15th May, at Noon.
NAGASAKI, KOBE & YOKOHAMA	TANGO MARU	Jap. str.	On 15th May, at Noon.
MOJI & KOBE	KUMANG	Jap. str.	On 15th May, at Noon.
TIENSIN VIA WEIHAIWEI	RUICHOW	Brit. str.	On 15th May, at Noon.
TIENSIN & W. BAHAIWEI	CHIPSING	Brit. str.	On 15th May, at Noon.
SHANGHAI, MOJI & KOBE	NANKIN	Brit. str.	On 15th May, at Noon.
SHANGHAI	YUNHAI	Brit. str.	On 15th May, at Noon.
SHANGHAI	ESANG	Brit. str.	On 15th May, at Noon.
SHANGHAI	ASHU	Brit. str.	On 15th May, at Noon.
SHANGHAI	WONGHANG	Brit. str.	On 15th May, at Noon.
SHANGHAI, KOBE & YOKOHAMA	KANAO MARU	Jap. str.	On 15th May, at Noon.
SHANGHAI, MOJI, KOBE & YOKOHAMA	NOVARA	Dut. str.	On 15th May, at Noon.
SHANGHAI	TIENBOON	Dut. str.	On 15th May, at Noon.
SHANGHAI, KOBE & YOKOHAMA	ANDRE LERON	Freem. str.	On 15th May, at Noon.
SHANGHAI, MOJI & KOBE	YUNHOPT MARU	Jap. str.	On 15th May, at Noon.
SHANGHAI, KOBE & YOKOHAMA	CEYLON MARU	Jap. str.	On 15th May, at Noon.
TAMU & KEELUNG VIA SWATOW & AMOY	KAIJO MARU	Jap. str.	On 15th May, at Noon.
ANPING & TAKAO VIA SWATOW & AMOY	SOSHU MARU	Jap. str.	On 15th May, at Noon.
SWATOW & BANGKOK	HUPEN	Jap. str.	On 15th May, at Noon.
SWATOW	HAITAN	Brit. str.	On 15th May, at Noon.
SWATOW, AMOY & FOOCHEW	HA HONG	Brit. str.	On 15th May, at Noon.
SWATOW	HA HONG	Brit. str.	On 15th May, at Noon.
SWATOW, AMOY & FOOCHEW	YUNHANG	Brit. str.	On 15th May, at Noon.
MANILA	TAKING	Brit. str.	On 15th May, at Noon.
MANILA, CEBU & ILOILO	LOONGHANG	Brit. str.	On 15th May, at Noon.
MANILA	INDO MARU	Jap. str.	On 15th May, at Noon.
BOMBAY VIA P. PORT, PORT SHAN, PENANG & COLOMBO	KIRIN MARU	Jap. str.	On 15th May, at Noon.
BOMBAY VIA SINGAPORE, MALACCA & COLOMBO	JAPAN	Brit. str.	On 15th May, at Noon.
SINGAPORE, PENANG & CALCUTTA	NAMANG	Brit. str.	On 15th May, at Noon.
SINGAPORE, PENANG & CALCUTTA	COLOMBO MARU	Brit. str.	On 15th May, at Noon.
SINGAPORE, PENANG & CALCUTTA	OSAKA	Brit. str.	On 15th May, at Noon.
SINGAPORE, PENANG & CALCUTTA	YANSHING	Brit. str.	On 15th May, at Noon.
SINGAPORE, PENANG & CALCUTTA	YATLAP	Dut. str.	On 15th May, at Noon.
SINGAPORE, PENANG & CALCUTTA	HISANG	Brit. str.	On 15th May, at Noon.
SINGAPORE, PENANG & CALCUTTA	YUNHANG	Brit. str.	On 15th May, at Noon.
SINGAPORE, PENANG & CALCUTTA	TAKING	Brit. str.	On 15th May, at Noon.
SINGAPORE, PENANG & CALCUTTA	FOOCHEW	Brit. str.	On 15th May, at Noon.
WUHU			

INDO-CHINA S. NAV. CO., LTD.

PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

TO	DATE	TIME
SINGAPORE, PENANG & CALCUTTA "NAMANG"	Friday, 28th Apr.	3 P.M.
HOHLOW & HAIPHONG "TAKSANG"	Saturday, 29th Apr.	4 A.M.
MANILA "TUNBANG"	Sunday, 30th Apr.	8 A.M.
SHANGHAI "ESANG"	Tuesday, 2nd May	3 P.M.
SINGAPORE, PENANG & CALCUTTA "ONGSANG"	Tuesday, 2nd May	5 P.M.
SHANGHAI "WOSANG"	Wednesday, 3rd May	11 P.M.
SINGAPORE, PENANG & CALCUTTA "HINSANG"	Thursday, 4th May	11 P.M.
SHANGHAI "KWSANG"	Friday, 5th May	11 P.M.
TIENSIN VIA WEIHAIWEI "CHIPSING"	Friday, 5th May	11 P.M.
SHANGHAI "LOONGHANG"	Saturday, 6th May	3 P.M.
INAGAPORE, PENANG & CALCUTTA "YATLAP"	Tuesday, 9th May	3 P.M.
MOJI & KOBE "KUMANG"	Wednesday, 10th May	11 P.M.

RETURN TOURS TO JAPAN.
 The steamers "KUMANG," "NAMANG," and "FOONGHANG" leave about every 3 weeks, generally call at Shanghai in course for Japan, returning via Kobe (Inland Sea) and Moji to Hongkong. Time occupied, 23 days. This service is supplemented by the "YATLAP," leaving Hongkong at regular intervals for Yokohama (when sufficient inducement is offering), Kobe and Moji and returning thence direct to Hongkong. Time occupied, 19 days.
 These vessels have all modern improvements and are fitted throughout with Electric Light.

A duly qualified surgeon is also carried.
 Steamers have superior accommodation for First Class passengers and are fitted throughout with Electric Light.
 Taking cargo on Through Bills of Lading to Yangtze Ports, Choochow, Tientsin, Oshu, Wenhai.
 Taking cargo on Through Bills of Lading to Koda, Lahad Dato, Singapore, Penang, Swatow, Hongkong and Japan.
 For Freight or passage, apply to—
 JARDINE, MATHESON & Co., Ltd.
 GENERAL MANAGERS.
 Hongkong, 28th April, 1916. [46]

BRITISH INDIA S. N. CO., LTD.

NEW SERVICE OF STEAMERS BETWEEN

YOKOHAMA, KOBE, HONGKONG AND BANGKOK.

Steamers are despatched Eastward and Westward on regular intervals taking Passengers and Cargo of Current Season.
 For Freight or Passage, apply to—
 JARDINE, MATHESON & Co., Ltd.
 Telephone No. 515.
 Hongkong, 16th April, 1916. [24]

THE ROYAL MAIL STEAM PACKET CO.

PROJECTED SAILINGS FROM HONGKONG.
 SUBJECT TO CHANGE WITHOUT NOTICE.
 HOMEWARD.
 FOR STEAMERS DATE OF DEPARTURE
 GENOA & LONDON "MERIONETHSHIRE" On 12th May.

TRANS-PACIFIC SERVICE.
 Sailings to VICTORIA, VANCOUVER, SEATTLE, TACOMA and PORTLAND.
 For Freight and Further Particulars, apply to—
 JARDINE, MATHESON & Co., Ltd.
 Telephone No. 515 Sub. No. 10
 Hongkong, 16th April, 1916. [23]

CANADIAN PACIFIC OCEAN SERVICES LIMITED

TRANS-PACIFIC LINES
 FROM CHINA & JAPAN TO
 CANADA, UNITED STATES & EUROPE
 VIA VANCOUVER.
 CALLING AT SHANGHAI, NINGPOO, KOBE, & YOKOHAMA.
 In connection with the CANADIAN PACIFIC RAILWAY CO.

QUICKEST TIME ACROSS THE PACIFIC

"EMPEROR OF RUSSIA"—"EMPEROR OF ASIA"
 16,350 Tons Gross Register—Quadruple Screw—Speed 21 Knots.
 "EMPEROR OF JAPAN"—REDUCED FIRST CLASS FARES.
 "MONTEAGLE"—INTERMEDIATE.

PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO CHANGE.
 "MONTEAGLE" 29 APRIL "MONTEAGLE" 29 APRIL
 "EMPEROR OF RUSSIA" 17 MAY "EMPEROR OF RUSSIA" 17 MAY
 "EMPEROR OF JAPAN" 21 MAY "EMPEROR OF JAPAN" 21 MAY
 "EMPEROR OF ASIA" 24 MAY "EMPEROR OF ASIA" 24 MAY
 "EMPEROR OF ASIA" 27 MAY "EMPEROR OF ASIA" 27 MAY
 * Calls at Moji instead of Nagasaki.
 For further information, Sailings, Guide Books, etc., please apply to
 J. H. WALLACE P. D. SUTHERLAND
 General Agent, Hongkong. General Agent Passenger Dept., Hongkong.

WILL despatch VESSELS to the Undermentioned PORTS on or about the DATES named—
 FOR STEAMERS TO SAIL SUMMER

LONDON VIA SINGAPORE, PINANG, COLOMBO, PORT SAID & MARSEILLES
 NAMUR Capt. A. Collyer Noon 5th May Direct Service.

SHANGHAI, MOJI, KORE NOVARA
 and YOKOHAMA Capt. J. H. Wallace About 6th May Direct Service.

LONDON & BOMBAY VIA SINGAPORE, PENANG, COLOMBO, PORT SAID & MARSEILLES
 NANKIN Capt. G. Manley Noon 19th May Connecting at Colombo with Mail to Karmal.

WIRELESS ON ALL STEAMERS. Return tickets at a fare and-a-half available to Europe for two years or Intermediate Ports for six months. Round-the-world and through tickets to New York, at Special Rates.
 SEE SEPARATE ADVERTISEMENT.
 For PASSAGE RATES, HAND-BOOKS, and FREIGHTS, apply to
 P. & O. S. N. Co.'s Office, Hongkong, 28th April, 1916. [1]

P. & O. S. N. CO. ROYAL MAIL SERVICE.

"SHIRE" LINE OF STEAMERS, LIMITED.
 NOTICE TO CONSIGNEES.
 FROM MIDDLESBROUGH, GENOA, COLOMBO AND STRAITS.

THE Steamship
 "MONMOUTHSHIRE"
 having arrived from the above Ports, Consignees of Cargo by her are hereby informed that all Goods are being landed at their risk into the Hongkong and Kowloon Wharf and Godown Company, Limited, Kowloon, and stored at Consignees' risk and expense.
 All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on Monday, 1st May, at 10 A.M.
 All Claims must be presented within FORTY DAYS of the Steamer's arrival here, after which time they cannot be recognized.
 No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 1st May will be subject to rent.
 Consignees of Cargo are hereby notified that they must produce an Import Permit signed by the Superintendent of Imports and Exports, Hongkong, before Bills of Lading can be counter-signed.
 No Fire Insurance has been effected.
 Bills of Lading will be counter-signed by SHEWAN, TOMES & Co., General Agents.
 Hongkong, 24th April, 1916. [620]

"SHIRE" LINE OF STEAMERS, LIMITED.
 NOTICE TO CONSIGNEES.
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 Consignees of Cargo are hereby notified that they must produce an Import Permit signed by the Superintendent of Imports and Exports, Hongkong, before Bills of Lading can be counter-signed.
 No Fire Insurance will be effected by us in any case whatever.
 Bills of Lading will be counter-signed by JARDINE, MATHESON & Co., Ltd., Agents.
 Hongkong, 24th April, 1916. [13]

VESSELS ON THE BERTH

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION CO.

STEAM FOR STRAITS, CEYLON, AUSTRALIA, BOMBAY, MEDITERRANEAN PORTS AND LONDON.

THROUGH BILLS OF LADING ISSUED FOR BATAVIA, AMSTERDAM, CONTINENTAL, AND SOUTH AFRICA PORTS.

THE Steamship
 "NAMUR"
 Captain A. Collyer, carrying His Majesty's Mails, will be despatched from this port on or about FRIDAY, the 5th May, 1916, taking Passengers and Cargo for the above Ports. The steamer "NAMUR" will proceed through Port Said, Marseilles and London.

Silk and Valuable for Bombay (under arrangement) will be transhipped at Colombo into a Steamer of the E. I. S. N. Co.
 Parcels will be received at the Office until 4 P.M. the day before sailing. The contents and value of all packages are required. For further particulars, apply to
 E. V. D. PARR,
 Acting Superintendent.
 Hongkong, 24th April, 1916.

FOR SAN FRANCISCO.
 THE new American Steamship
 "FLORIDIAN"
 will be despatched about 30th May taking cargo for San Francisco and for Overland Points in the United States.
 DODWELL & Co., Ltd.,
 Agents.
 Hongkong, 30th March, 1916. 452

NOTICES TO CONSIGNEES.
 S.S. "PORTROS"
 COMPAGNIE DES MESSAGERIES MARITIMES
 NOTICE

CONSIGNEES of Cargo from London in connection with above Steamer are hereby informed that their Goods with the exception of Opium, Treasure and Valuables are being landed and stored at their risk into the Godowns and/or extra Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., at Kowloon, where delivery may be obtained immediately after landing.
 Optional Cargo will be forwarded on unless intimation is received from the Consignees before Noon, To-morrow, requesting it to be landed here.
 Bills of Lading will be counter-signed by the Undermanned. Goods remaining unclaimed after the 1st May, at Noon, will be subject to rent and landing charges.
 All Claims must be sent in to me on or before the 2nd May, or they will not be recognized.
 All damaged packages will be examined on 1st May, at 10 A.M.
 No Fire Insurance has been effected.
 P. THOMAS,
 Agent.
 Hongkong, 24th April, 1916. [2]

AMERICAN ASIATIC S.S. CO.
 NOTICE TO CONSIGNEES.
 FROM NEW YORK.

THE Steamship
 "ROYAL PRINCE"
 Captain P. Oull, having arrived from the above Port, Consignees of Cargo are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, Kowloon, and stored at Consignees' risk and expense.
 All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on Monday, 1st May, at 10 A.M.
 All Claims must be presented within FORTY DAYS of the Steamer's arrival here, after which time they cannot be recognized.
 No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 1st May will be subject to rent.
 Consignees of Cargo are hereby notified that they must produce an Import Permit signed by the Superintendent of Imports and Exports, Hongkong, before Bills of Lading can be counter-signed.
 No Fire Insurance has been effected.
 Bills of Lading will be counter-signed by SHEWAN, TOMES & Co., General Agents.
 Hongkong, 24th April, 1916. [620]

THE Steamship
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